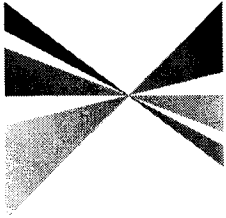


SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

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SCA-6/11/06

MEETING OF THE

ENERGY & ENVIRONMENT COMMITTEE

NEW LOCATION & TIME

Thursday, May 5, 2005

10:00 a.m. – 11:30 a.m.

**Los Angeles Athletic Club
431 West 7th Street
Los Angeles, California 90014
213.625.2211**

MAP ENCLOSED

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lisa Taylor at 213.236.1891 or taylorl@scag.ca.gov

Agendas and Minutes for the Energy and Environment Committee are also available at:

www.scag.ca.gov/committees/eec.htm

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The Los Angeles Athletic Club

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Los Angeles, CA 90014

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From 110 Freeway – North and South

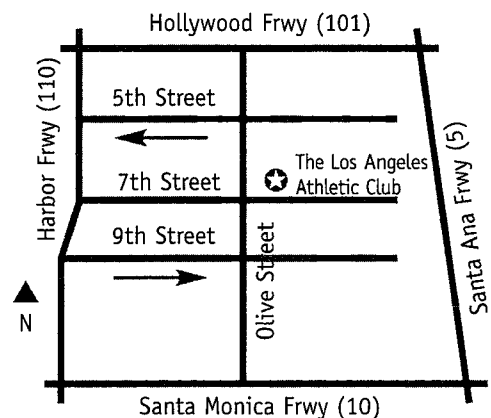
Stay in right lane and **EXIT at Ninth Street**.

Follow **Ninth Street EAST** 6 blocks to Olive Street.

TURN LEFT onto **Olive Street** and stay in right lane.

Proceed 2 blocks to **Seventh Street**.

Cross Seventh Street. Parking garage is the first driveway **on the right**. The parking garage address is 646 South Olive Street.



Public Transit Options from Union Station

Take the **"B" Dash** on Alameda Street across from the station and debark at **7th & Olive**.

Take the **Red Line** and debark 3 stops later at the **7th Street/Metro Center Station**.

Follow signs to the **Hope Street/7th Street exit** and continue walking **EAST**. The Athletic Club is one block past Grand Avenue on 7th.

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

	PAGE #	TIME
1.0 <u>CALL TO ORDER & PLEDGE OF ALLEGIANCE</u>		
	Councilmember Clark, Chair	
2.0 <u>PUBLIC COMMENT PERIOD</u>		
Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.		
3.0 <u>REVIEW and PRIORITIZE AGENDA ITEMS</u>		
4.0 <u>CONSENT CALENDAR</u>		
4.1 <u>Approval Item</u>		
4.1.1 <u>Approve Minutes of April 7, 2005 Attachment</u>	01	
4.2 <u>Receive and File</u>		
4.2.1 <u>State and Federal Legislative Matrix Attachment</u>	04	
4.2.2 <u>SCAG Future Events Calendar Attachment</u>	34	



ENERGY & ENVIRONMENT COMMITTEE

AGENDA

		PAGE #	TIME
5.0	<u>ACTION ITEMS</u>		
	None at this time		
6.0	<u>INFORMATION ITEMS</u>		
6.1	<u>Urban Ecology Initiatives by the TreePeople</u> Andy Lipkis, TreePeople, will make a presentation regarding urban forestry and rainwater harvesting initiatives currently underway in the region.	Andy Lipkis, President, TreePeople	30 minutes
6.2	<u>Energy Chapter Action Plan Attachment</u> The Committee will receive a presentation on the Action Plan for the energy chapter that lists potential steps that would meet regional energy policies.	Alan Thompson, SCAG Staff	37 10 minutes
6.3	<u>Solid Waste Action Plan Attachment</u> The Committee will receive a presentation on the Solid Waste Chapter's Action Plan that lists potential steps that would meet regional solid waste policies.	Alan Thompson, SCAG Staff	59 10 minutes



ENERGY & ENVIRONMENT COMMITTEE

AGENDA

		<i>PAGE #</i>	<i>TIME</i>
6.4	<u>Environmental Justice Workshop</u> Attachment Staff will report on input received at the Environmental Workshop held on March 30, 2005.	Jacob Lieb, SCAG Staff	71 10 minutes
6.5	<u>Habitat and Open Space Chapter of the RCP</u> Attachment The approach being taken in preparing Habitat and Open Space Chapter of the Regional Comprehensive Plan will be Presented, including description of the process being used to elicit stakeholder comment.	Ashwani Vasishth, SCAG Staff	88 10 minutes
6.6	<u>Water Chapter of the Regional</u> <u>Comprehensive Plan</u> Attachment Staff will brief the Committee on the policy and action themes to be included in a future draft of a new Water Chapter of the Regional Comprehensive Plan, as well as feedback from the Regional Comprehensive Plan Task Force.	Dan Griset, SCAG Staff	95 5 minutes



ENERGY & ENVIRONMENT COMMITTEE

AGENDA

	<i>PAGE #</i>	<i>TIME</i>
7.0 <u>WATER POLICY TASK FORCE REPORT</u>	Councilmember Washburn, Chair	
8.0 <u>CHAIR'S REPORT</u>	Councilmember Clark, Chair	
9.0 <u>STAFF REPORT</u>	Sylvia Patsaouras, SCAG Staff	
10.0 <u>FUTURE AGENDA ITEMS</u> Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.		
11.0 <u>ANNOUNCEMENTS</u>		
12.0 <u>ADJOURNMENT</u> The next meeting of the Energy and Environment Committee will be held on Thursday, June 2, 2005.		



Energy and Environment Committee
April 7, 2005

Action Minutes

And THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Energy and Environment Committee held its meeting at SCAG Offices downtown Los Angeles. The meeting was called to order by Margaret Clark, Chair, Rosemead. There was a quorum.

Members Present

Bertone, Denis	SGVCOG
Brennan, Brian	VCOG
Clark, Margaret (Chair)	City of Rosemead
Cook, Debbie	City of Huntington Beach
Eckenrode, Norman	City of Placentia
King, Dorothy	Gateway Cities COG
Nelson, Larry	City of Artesia
Van Arsdale, Lori	City of Hemet
Washburn, Dennis (Vice Chair)	City of Calabasas
Young, Toni	City of Port Hueneme
Zerunyan, Frank	South Bay Cities COG

Members Not Present

Forester, Larry	City of Signal Hill
Harrison, Jon	City of Redlands
Marchand, Paul	City of Cathedral City
Portantino, Anthony	City of La Canada/Flintridge

New Members

Brennan, Brian	VCOG
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Energy and Environment Committee
April 7, 2005

Action Minutes

1.0 CALL TO ORDER & PLEDGE OF ALLEGIENCE

Hon. Margaret Clark, Chair, Rosemead, called the meeting to order at 10:30 a.m.

2.0 PUBLIC COMMENT PERIOD

None

3.0 REVIEW and PRIORITIZE

None

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Action Minutes of March 3, 2005

Motion by Washburn to approve the Action Minutes, Seconded by Nelson, then Approved by the majority of the Committee.

4.2 Receive and File

4.2.1 SCAG Future Events Calendar

5.0 ACTION ITEMS

5.1 Solid Waste Conversion Technologies

Hon. Toni Young, Port Hueneme, addressed the Committee and presented the California Integrated Waste Management Board's Resolution 2005-78 regarding definitions of conversion technologies. She urged the committee to support the resolution and the related state assembly bill 1090.

Motion by Washburn to recommend that the Regional Council support the California Integrated Waste Management Board's Resolution 2005-78, Seconded by Van Arsdale, then Unanimously upheld by the Committee.

Energy and Environment Committee
April 7, 2005

Action Minutes

5.2 Nomination of Regional Champion Award

Hon. Toni Young, Port Hueneme, nominated noted author Dr. Kay Martin, Vice President, BioEnergy Producers Association for her efforts relative to waste conversions.

Motion by Young to recommend that the Regional Council support with the amended title change of "Santa Ana River Watershed Groundwater Remediation Act", Seconded by Van Arsdale, then Unanimously upheld by the Committee.

6.0 INFORMATION ITEMS

None at this time

7.0 WATER POLICY TASK FORCE REPORT

Next meeting – April 14, 2005, 10a.m. to 12 noon.

8.0 CHAIR'S REPORT

None

9.0 STAFF REPORT

Alan Thompson reported on Sylvia Patsaouras' medical absence and on the Clean Cities conference. One complimentary registration provided and Committee members were urged to attend.

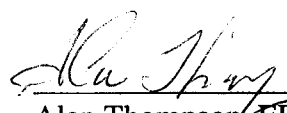
10.0 FUTURE AGENDA ITEMS

11.0 ANNOUNCEMENTS

12.0 ADJOURNMENT

Hon. Margaret Clark adjourned meeting at 11:00 a.m. The next meeting of the Energy and Environment Committee will be held at the Los Angeles Athletic Club on Thursday, May 5, 2005.

Action Minutes Approved
by:


Alan Thompson, EEC Staff
Energy and Environment

MEMO

DATE: May 5, 2005

TO: The Regional Council
The Community Economic and Human Development Committee
The Energy and Environment Committee
The Transportation and Communications Committee (TCC)

FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: pienkos@scag.ca.gov

SUBJECT: State and Federal Legislative Matrix

Since the April 7th meetings of the Regional Council and the policy committees, the State Legislature has accelerated its policy committee bill review since the conclusion of Spring Recess. Policy committees must report non-fiscal bills introduced in their house by tomorrow, May 6th. Fiscal committee review will take place thereafter, punctuated with the May 9th release of the Governor's Mid-Year Budget Revision, and must conclude by May 27th.

As of this writing on April 14th, SCAG is monitoring 266 state and federal bills. Of those generating the most interest are the Governor's GoCalifornia bills, the Assembly Democrats' transportation package (not yet introduced), and bills related to goods movement financing. At the federal level, the passage of TEA-LU occurred on March 10th. The Senate will take up SAFETEA in April, with a conference anticipated in May. Speculation has begun that another extension will be necessary to complete the negotiations, delaying the enactment of the reauthorization until June or July.

CP#107688v.2

CA AB 32	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: DISPOSITION: LOCATION: SUMMARY:	Pavley (D) Greenhouse Gas Emissions: California Climate Registry yes no 12/06/2004 03/31/2005 Pending SENATE Revises the functions and duties of the California Climate Action Registry. Requires the registry, in coordination with the California Environmental Protection Agency and the State Energy Resources Conservation and Development Commission, to adopt specified procedures and protocols monitoring, estimating, calculating, reporting and certifying greenhouse gas emission resulting from specified industrial sectors. STATUS: 04/11/2005 Subject:	In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. AirQuality
CA AB 184	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: DISPOSITION: LOCATION: SUMMARY:	Cogdill (R) Air Quality: Gross Polluting Vehicles yes no 01/24/2005 04/12/2005 Pending Assembly Transportation Committee Expresses the intent of the Legislature to establish a pilot program to improve air quality by removing gross polluting vehicles from the roadways. STATUS: 04/12/2005 04/12/2005 Subject:	From ASSEMBLY Committee on TRANSPORTATION with author's amendments. In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. AirQuality, Transport
CA AB 679	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: DISPOSITION: COMMITTEE: HEARING: SUMMARY:	Calderon (D) Air Resources: Heavy-Duty Motor Vehicles: Diesel Fuel yes no 02/17/2005 03/31/2005 Pending Assembly Transportation Committee 04/18/2005 1:30 pm Permits the Air Resources Board to only claim the amount of quantifiable emissions reductions in its emissions inventory and state implementation plan for California-required diesel formulations that have been verified through a new, peer reviewed, scientific test program that measures differences in NOx and particulate emission between CARB diesel and the EPA's 2006 ultralow sulfur highway diesel fuel. Requires the test program to meet specified standards. Permits certain emission reductions. STATUS: 03/31/2005 03/31/2005 Subject:	From ASSEMBLY Committee on TRANSPORTATION with author's amendments. In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION. AirQuality, Transport
CA AB 825	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE:	Levine (D) Air Resources: Binational Committee yes no	0005

0005

STATUS:
04/12/2005 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.
04/12/2005 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.
Subject: AirQuality

CA AB 841	AUTHOR:	Arambula (D)
	TITLE:	Air Quality: Particulate Monitoring
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/18/2005
	LAST AMEND:	04/06/2005
	DISPOSITION:	Pending
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	
		Requires the State Air Resources Board to work to install sufficient and continuous air quality monitors in the western region of Fresno County in areas that are primarily low-income and underserved.
	STATUS:	
	04/12/2005	From ASSEMBLY Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS: Do pass to Committee on APPROPRIATIONS.
	Subject:	AirQuality

CA AB 888	AUTHOR:	De La Torre (D)
	TITLE:	Air Pollution: South Coast Air Quality: Rail Yards
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/18/2005
	DISPOSITION:	Pending
	COMMITTEE:	Assembly Transportation Committee
	HEARING:	04/18/2005 1:30 pm
	SUMMARY:	Relates to rail yard equipment emission in the South Coast Air Quality Management District. Authorizes the South Coast District to establish a rail yard equipment emission reduction program. Requires the State Air Resources Board to submit any regulations adopted by the south coast district to the federal Environmental Protection Agency for a waiver or authorization, unless the state board makes certain findings.
	STATUS:	
	03/31/2005	To ASSEMBLY Committee on TRANSPORTATION.
	Subject:	AirQuality

CA AB 1007	AUTHOR:	Pavley (D)
	TITLE:	Air Quality: Alternative Fuels
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/22/2005
	DISPOSITION:	Pending
	COMMITTEE:	Assembly Transportation Committee
	HEARING:	04/25/2005 1:30 pm
	SUMMARY:	Requires the Sate Air Resources Board to develop and adopt recommendations for a state plan to increase the use of alternative fuels. Permits the state board to adopt regulations that consider the need for the state to increase the use of alternative transportation fuels to reduce the state's

dependency on petroleum fuels.

STATUS:

03/30/2005

To ASSEMBLY Committee on TRANSPORTATION.

Subject:

AirQuality

CA AB 1101

AUTHOR:

Oropeza (D)

TITLE:

Air Pollution: Diesel Magnet Sources

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/22/2005

LAST AMEND:

03/31/2005

DISPOSITION:

Pending

COMMITTEE:

Assembly Transportation Committee

HEARING:

04/18/2005 1:30 pm

SUMMARY:

Makes a facility that is a diesel magnet source subject to the Air Toxics Hot Spots Information and Assessment Act of 1987. Requires the State Air Resources Board to prepare and make available to the public a list of diesel magnet sources. Includes diesel magnet sources in the industrywide emission inventory requirement. Requires any facility for which an air quality district is preparing an industrywide emissions inventory or health risk assessment to provide to the district, certain information.

STATUS:

03/31/2005

From ASSEMBLY Committee on TRANSPORTATION with author's amendments.

03/31/2005

In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

Subject:

AirQuality

CA AB 1222

AUTHOR:

Jones (D)

TITLE:

Air Pollution: Locomotive Air Pollution Control

INTRODUCED:

02/22/2005

DISPOSITION:

Pending

COMMITTEE:

Assembly Transportation Committee

HEARING:

04/25/2005 1:30 pm

SUMMARY:

Establishes the High-Polluting Locomotive Program. Encourages voluntary testing, repair, maintenance, or replacement of high polluting locomotives by their owners or operators. Requires the state board to establish a remote sensing program to determine the levels of air contaminants. Permits the state to impose a fee.

STATUS:

03/31/2005

To ASSEMBLY Committee on TRANSPORTATION.

Subject:

AirQuality, Transport

CA AB 1231

AUTHOR:

Horton J (D)

TITLE:

Air Pollution

INTRODUCED:

02/22/2005

LAST AMEND:

04/13/2005

DISPOSITION:

Pending

COMMITTEE:

Assembly Natural Resources Committee

HEARING:

04/25/2005 1:30 pm

SUMMARY:

Relates to the South Coast Air Quality Management District board. Requires the South Coast District Board to adopt rules and regulations, not in conflict with state and federal laws, rules, and regulations.

STATUS:

04/13/2005

From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.

04/13/2005

In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.

Subject:

AirQuality

CA AB 1269

AUTHOR:

Pavley (D)

TITLE:

Clean Air, Clean Water, and Coastal Protection

INTRODUCED:

02/22/2005

DISPOSITION:

Pending

COMMITTEE: Assembly Natural Resources Committee
HEARING: 04/18/2005 1:30 pm
SUMMARY:
 Enacts the Clean Air, Clean Water, Coastal Protection, and Parks Bond Act which would authorize issuance of bonds financing a air and water quality, coastal protection, and parks program. Requires voter approval.
STATUS:
 03/17/2005 To ASSEMBLY Committees on NATURAL RESOURCES and ENVIRONMENTAL SAFETY AND TOXIC MATERIALS.
Subject: AirQuality, Revenue/Bond

CA AB 1365 **AUTHOR:** Ruskin (D)
TITLE: Greenhouse Gas Emission Levels
INTRODUCED: 02/22/2005
DISPOSITION: Pending
COMMITTEE: Assembly Natural Resources Committee
HEARING: 04/25/2005 1:30 pm
SUMMARY:
 Amends existing law that requires the Governor to prepare a comprehensive State Environmental Goals and Policy Report including a statement of approved state environmental goals that are required to be consistent with state planning priorities. Includes as a state planning priority to provide for the reduction in greenhouse gas emissions.
STATUS:
 03/30/2005 To ASSEMBLY Committee on NATURAL RESOURCES.
Subject: AirQuality

CA AB 1430 **AUTHOR:** Goldberg (D)
TITLE: Air Contaminants
INTRODUCED: 02/22/2005
DISPOSITION: Pending
COMMITTEE: Assembly Environmental Safety and Toxic Materials Committee
HEARING: 04/26/2005 1:30 pm
SUMMARY:
 Prohibits market-based incentive programs from permitting emissions reductions credits to be used to perpetuate human exposure to air contaminants in communities within a district, or elevated risks associated with air contaminants, including, but not limited to, airborne toxins and particulate matter in low-income communities and communities with a significant minority population.
STATUS:
 03/31/2005 To ASSEMBLY Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS.
Subject: AirQuality

CA SB 44 **AUTHOR:** Kehoe (D)
TITLE: General Plans: Air Quality Element
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/04/2005
LAST AMEND: 02/23/2005
DISPOSITION: Pending
COMMITTEE: Senate Appropriations Committee
HEARING: 04/18/2005 1:30 pm
SUMMARY:
 Requires the legislative body of each city and county, including those in the San Joaquin Valley Air Pollution Control District, to amend the appropriate elements of its general plan to include data and analysis, comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year from the date specified for the next revision of its housing elements.
STATUS:
 03/02/2005 From SENATE Committee on LOCAL GOVERNMENT: Do pass to Committee on APPROPRIATIONS.
Subject: AirQuality, LandUse

CA SB 109 **AUTHOR:** Ortiz (D)
TITLE: Air Pollution: Minor Violations: Stationary Sources

INTRODUCED: 01/20/2005
DISPOSITION: Pending
COMMITTEE: Senate Public Safety Committee
HEARING: 04/26/2005 8:45 am
SUMMARY:

Extends, until January 1, 2012, the requirement that the State Air Resources Board and each air pollution control district adopt a regulation or a rule that classifies certain violations as minor. Repeals the provision precluding criminal prosecution following the recovery of civil penalties for the same offense, and repeals the requirement that a civil action be dismissed upon the filing of a criminal complaint for the same offense.

STATUS:

04/04/2005 From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on PUBLIC SAFETY.

Subject: AirQuality

CA SB 250

AUTHOR: Campbell (R)
TITLE: Hydrogen Fuel
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/15/2005
LAST AMEND: 03/29/2005
DISPOSITION: Pending
COMMITTEE: Senate Environmental Quality Committee
HEARING: 04/18/2005 1:30 pm
SUMMARY:

Adds hydrogen fuels to provisions of existing law for use in internal combustion engines and fuel cells in motor vehicles. Designates the State Fire Marshal as the lead agency for implementing issues pertaining to fire, life and safety for a hydrogen fueling network. Requires the First Marshal to establish building standards for hydrogen fueling stations and a statewide program of fire prevention training regarding fire, life and safety regulations and industry safety standards and practices.

STATUS:

03/29/2005 From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.

03/29/2005 In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.

Subject: AirQuality, Energy, Transport

CA SB 459

AUTHOR: Romero (D)
TITLE: Air Pollution: South Coast District: Locomotives
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/18/2005
LAST AMEND: 04/12/2005
DISPOSITION: Pending
COMMITTEE: Senate Appropriations Committee
HEARING: 04/18/2005 1:30 pm
SUMMARY:

Authorizes the South Coast Air Quality Management District to adopt a locomotive emission impact mitigation fee to be imposed on railroad companies that operate in whole or in part within the Counties of Los Angeles, Orange, Riverside, or San Bernardino, if specified requirements are met. Authorizes the district to expend revenues derived from the mitigation fee in a manner that directly reduces air contaminants or reduces the public health risks.

STATUS:

04/12/2005 From SENATE Committee on APPROPRIATIONS with author's amendments.

04/12/2005 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

Subject: AirQuality, Transport

CA SB 467

AUTHOR: Lowenthal (D)
TITLE: Carl Moyer Air Quality Standards Attainment Program
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/18/2005

DISPOSITION: Pending
LOCATION: Senate Second Reading File
SUMMARY:

Requires the State Air Resources Board to revise the grant criteria and guidelines to incorporate projects in which an applicant turns in a non-road internal combustion engine vehicle or equipment that the applicant owns and which still has some useful life, coupled with the purchase of new electric equipment or a vehicle that is in a similar category or that can perform the same work.

STATUS:
 04/04/2005 From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass as amended to Committee on APPROPRIATIONS.
Subject: AirQuality

CA SB 475

AUTHOR: Runner (R)
TITLE: Air Pollution Stationary Sources: Emissions Reduction
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/18/2005
LAST AMEND: 04/07/2005
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:

Eliminates the requirement that any offset of emissions of air contaminants by air pollution control districts and air quality management districts be approved by a resolution adopted by the governing boards of the affected districts. Eliminates the provision of existing law that permits any district governing board to delegate the approval function for an offset to its air pollution control officer.

STATUS:
 04/07/2005 From SENATE Committee on RULES with author's amendments.
 04/07/2005 In SENATE. Read second time and amended. Re-referred to Committee on RULES.
Subject: AirQuality

CA SB 757

AUTHOR: Kehoe (D)
TITLE: Petroleum Demand Reduction Act
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 04/13/2005
DISPOSITION: Pending
COMMITTEE: Senate Environmental Quality Committee
HEARING: 04/25/2005
SUMMARY:

Enacts the Petroleum Demand Reduction Act, which declares that it is the policy of the state that state agencies should take all cost-effective and technologically feasible actions needed to achieve a net zero increase in on-road petroleum consumption by 2010, and a significant reduction in petroleum demand and oil consumption by 2020. Declares that state agencies should take the state's petroleum reduction goals into account in adopting rules and regulations.

STATUS:
 04/13/2005 In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.
Subject: AirQuality

CA SB 761

AUTHOR: Lowenthal (D)
TITLE: Air Resources: Marine Terminals
INTRODUCED: 02/22/2005
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Requires each marine terminal in the state to operate in a manner that does not cause trucks to exceed a turn time, as defined, of 60 minutes while conducting business at a marine terminal, and eliminates specified exemptions for marine terminals meeting certain operational requirements. Requires each marine terminal to implement a scheduling or appointment system for trucks to enter the terminal.

STATUS:

	04/05/2005	In SENATE Committee on TRANSPORTATION AND HOUSING: Failed passage.
	04/05/2005	In SENATE Committee on TRANSPORTATION AND HOUSING: Reconsideration granted.
	Subject:	AirQuality, Transport
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CA SB 764	AUTHOR:	Lowenthal (D)
	TITLE:	Air Resources: South Coast Air District: Ports
	INTRODUCED:	02/22/2005
	DISPOSITION:	Pending
	COMMITTEE:	Senate Appropriations Committee
	HEARING:	04/18/2005 1:30 pm
	SUMMARY:	Requires the Port of Los Angeles and the Port of Long Beach to develop a baseline for air quality for their respective ports, in consultation with specified agencies. Requires the air quality baseline to be based on the level of emissions from specified sources. Requires the Port of Los Angeles and the Port of Long Beach to hold public hearings on the baseline data and discuss potential mitigation and control measures to reduce emissions from sources at the port.
	STATUS:	
	04/04/2005	From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on APPROPRIATIONS.
	Subject:	AirQuality, Transport
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CA SB 829	AUTHOR:	Murray (D)
	TITLE:	Air Quality: District Plans
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/22/2005
	LAST AMEND:	04/12/2005
	DISPOSITION:	Pending
	LOCATION:	Senate Rules Committee
	SUMMARY:	Makes technical, nonsubstantive changes to the provision permitting air pollution control districts and air quality management districts to use an alternative emission reduction strategy.
	STATUS:	
	04/12/2005	From SENATE Committee on RULES with author's amendments.
	04/12/2005	In SENATE. Read second time and amended. Re-referred to Committee on RULES.
	Subject:	AirQuality
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CA SB 863	AUTHOR:	Florez (D)
	TITLE:	California Clean Air Bond Act
	INTRODUCED:	02/22/2005
	DISPOSITION:	Pending
	COMMITTEE:	Senate Environmental Quality Committee
	HEARING:	04/25/2005
	SUMMARY:	Enacts the California Clean Air Bond Act, which authorizes the issuance of bonds for purposes of financing an air quality program. Requires the Secretary of State to submit the bond act to the voters at the November 2006 statewide general election.
	STATUS:	
	03/10/2005	To SENATE Committee on ENVIRONMENTAL QUALITY.
	Subject:	AirQuality, Revenue/Bond
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CA SB 975	AUTHOR:	Ashburn (R)
	TITLE:	Air Quality: Biodiesel Fuel
	INTRODUCED:	02/22/2005
	LAST AMEND:	03/30/2005
	DISPOSITION:	Pending
	COMMITTEE:	Senate Environmental Quality Committee
	HEARING:	04/25/2005
	SUMMARY:	Provides that any public agency or regulated utility may use biodiesel or biodiesel blended fuel in a qualified retrofitted diesel engine certified by the Air Resources Board to comply with federal ambient air quality requirements, federal energy policy statutes, federal executive orders, and

other federal energy security mandates.

STATUS:

03/30/2005

From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.

03/30/2005

In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.

Subject:

AirQuality, Energy, Transport

CA SB 984

AUTHOR:

McClintock (R)

TITLE:

Greenhouse Gas Emissions Reductions: Powerplants

INTRODUCED:

02/22/2005

DISPOSITION:

Pending

COMMITTEE:

Senate Energy, Utilities and Communications Committee

HEARING:

04/19/2005 9:30 am

SUMMARY:

Requires the Energy Commission to establish an inventory of existing zero emission powerplants, including powerplants located in the state that produce electricity using wind, solar, or nuclear technology.

STATUS:

03/17/2005

To SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS.

Subject:

AirQuality, Energy

CA SB 1056

AUTHOR:

Florez (D)

TITLE:

Air Pollution: Districts: Permits

INTRODUCED:

02/22/2005

DISPOSITION:

Pending

COMMITTEE:

Senate Environmental Quality Committee

HEARING:

04/25/2005

SUMMARY:

Requires every air pollution control district board or air quality management district to establish, by regulation, a permit system, and would require the regulations to provide that a permit is valid only for a specified period.

STATUS:

03/17/2005

To SENATE Committee on ENVIRONMENTAL QUALITY.

Subject:

AirQuality

US H 206

SPONSOR:

Serrano (D)

TITLE:

Internal Revenue Code of 1986

INTRODUCED:

01/04/2005

DISPOSITION:

Pending

LOCATION:

House Ways and Means Committee

SUMMARY:

Amends the Internal Revenue Code of 1986 to provide a business credit relating to the use of clean - fuel vehicles by businesses within areas designated as nonattainment areas under the Clean Air Act.

STATUS:

01/04/2005

INTRODUCED.

01/04/2005

To HOUSE Committee on WAYS AND MEANS.

US H 227

SPONSOR:

Sweeney (R)

TITLE:

Clean Air Act

INTRODUCED:

01/04/2005

DISPOSITION:

Pending

LOCATION:

House Energy and Commerce Committee

SUMMARY:

Reduces acid deposition under the Clean Air Act, and for other purposes.

STATUS:

01/04/2005

INTRODUCED.

01/04/2005

To HOUSE Committee on ENERGY AND COMMERCE.

US H 340

SPONSOR:

Moran Jr (D)

TITLE:

Clean Air Act

INTRODUCED:

01/25/2005

DISPOSITION:

Pending

LOCATION:

House Energy and Commerce Committee

Amends the Clean Air Act to prohibit stationary sources located in ozone nonattainment areas from purchasing nitrogen oxide emission credits under the Environmental Protection Agency's nitrogen oxide trading program without the consent of the state in which such source is located.

01/25/2005 INTRODUCED.
01/25/2005 To HOUSE Committee on ENERGY AND COMMERCE.

SPONSOR:	Olver (D)
TITLE:	Clean Air Act
INTRODUCED:	02/17/2005
DISPOSITION:	Pending
LOCATION:	House Energy and Commerce Committee
SUMMARY:	

Amends the Clean Air Act to establish an inventory, registry, and information system of United States greenhouse gas emissions to inform the public and private sectors concerning, and encourage voluntary reductions in, greenhouse gas emissions, and for other purposes.

02/17/2005 INTRODUCED.
02/17/2005 To HOUSE Committee on ENERGY AND COMMERCE.

SPONSOR:	Radanovich (R)
TITLE:	Clean Air Act Amendment
INTRODUCED:	03/10/2005
DISPOSITION:	Pending
LOCATION:	House Energy and Commerce Committee
SUMMARY:	

SUMMARY:
Amends the Clean Air Act to authorize critical use exemption amounts for methy bromide as identified by the United States State Department for the years 2006 and 2007, and for other purposes.

03/10/2005 INTRODUCED.
03/10/2005 To HOUSE Committee on ENERGY AND COMMERCE.

SPONSOR:	Inhofe (R)
TITLE:	Air Pollution
INTRODUCED:	01/24/2005
DISPOSITION:	Pending
LOCATION:	Senate Environment and Public Works Committee
SUMMARY:	

SUMMARY:
A bill to amend the Clean Air Act to reduce air pollution through expansion of cap and trade programs, to provide an alternative regulatory classification for units subject to the cap and trade program.

03/09/2005 In SENATE Committee on ENVIRONMENT AND PUBLIC WORKS:
Consideration and mark-up session held.

SPONSOR:	Jeffords (I)
TITLE:	Powerplant Emissions
INTRODUCED:	01/25/2005
DISPOSITION:	Pending
LOCATION:	Senate Environment and Public Works Committee
SUMMARY:	

A bill to amend the Clean Air Act to reduce emissions from electric powerplants, and for other purposes.

01/25/2005 INTRODUCED.
01/25/2005 In SENATE. Read second time.
01/25/2005 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.
Subject: Energy

SPONSOR: Thune (R)
TITLE: Fuel
INTRODUCED: 03/11/2005
DISPOSITION: Pending

In SENATE Committee on ENVIRONMENT AND PUBLIC WORKS: Ordered to be reported as amended.

Private file: Energy

Energy

Energy

Requires the Department of Water Resources to establish a program to authorize private entities to lease space above appropriate conveyance facilities of the State Water Project for the purposes of installing solar photovoltaic panels and generating electricity from those panels. Requires the department to evaluate proposals for solar panel installation. Authorizes the department to negotiate compensation for an agreement for the installation that means or exceeds the costs of the department.

	STATUS: 04/11/2005	From ASSEMBLY Committee on UTILITIES AND COMMERCE: Do pass as amended to Committee on WATER, PARKS AND WILDLIFE.
	Subject:	Energy
CA AB 650	AUTHOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Cogdill (R) Electrical Restructuring: Aggregation 02/17/2005 Pending Assembly Utilities and Commerce Committee Authorizes certain irrigation districts and municipal utility districts to act as community choice aggregators. Provides procedures for a city or county to opt out of a community choice aggregation program proposed by an irrigation district or a municipal utility district.
	STATUS: 04/04/2005	In ASSEMBLY Committee on UTILITIES AND COMMERCE: Not heard.
	Subject:	Energy
CA AB 728	AUTHOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Negrete McLeod (D) Electricity: Biogas Digester Customer-Generators 02/17/2005 Pending Assembly Utilities and Commerce Committee Extends indefinitely the operation of the biogas customer-generator program, as well as references to the program being a pilot program. Authorizes a biogas digester electrical generating facility. Requires an electrical corporation to file a standard tariff providing for net energy metering for eligible biogas digester customer-generators.
	STATUS: 03/03/2005	To ASSEMBLY Committee on UTILITIES AND COMMERCE.
	Subject:	Energy
CA AB 1190	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Canciamilla (D) Energy: Agency Consolidation yes no 02/22/2005 Pending Assembly Utilities and Commerce Committee Enacts the Energy Code. Establishes the Energy Agency under the administration of the Secretary of energy for the planning, development, and implementation of all major aspects of the stet energy policy to ensure an adequate, reasonably priced supply of electricity and natural gas. The secretary would be required to determine appropriate reserve levels needed to maintain the reliability and stability of the electrical transmission and distribution grid.
	STATUS: 04/04/2005	In ASSEMBLY Committee on UTILITIES AND COMMERCE: Failed passage.
	Subject:	Energy
CA AB 1332	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: DISPOSITION: COMMITTEE: HEARING: SUMMARY:	Gordon (D) Distributed Generation: Efficiency Standards yes no 02/22/2005 04/06/2005 Pending Assembly Utilities and Commerce Committee 04/18/2005 3:00 pm Requires the Energy Commission to prescribe, by regulation, standards and minimum levels of operating efficiency for distributed generation technologies based on a reasonable use pattern. Defines distributed generation. Requires the standards meet certain criteria. Requires the commission to periodically review the standards and adopt any revision that is necessary based upon the same criteria used in developing the standards.

CA AB 1547	AUTHOR:	Levine (D)
	TITLE:	Energy: Solar Generation of Electricity
	INTRODUCED:	02/22/2005
	DISPOSITION:	Pending
	COMMITTEE:	Assembly Utilities and Commerce Committee
	HEARING:	04/18/2005 3:00 pm
	SUMMARY:	
		Enacts the Solar Energy Peak Procurement Act. Excepts moneys expended through the Emerging Renewable Resources Account from the requirement that the Energy Commission prepare an investment plan on or before March 31, 2006. Authorizes the commission to advance moneys to the Emerging Renewable Resources Account and to expend those moneys without further legislative action, subject to certain existing repayment provisions.
	STATUS:	
	03/14/2005	To ASSEMBLY Committees on UTILITIES AND COMMERCE and NATURAL RESOURCES.
	Subject:	Energy

CA AB 1555	AUTHOR:	La Malfa (R)
	TITLE:	California Renewables Portfolio Standard Program
	INTRODUCED:	02/22/2005
	LAST AMEND:	03/31/2005
	DISPOSITION:	Pending
	COMMITTEE:	Assembly Utilities and Commerce Committee
	HEARING:	04/18/2005 3:00 pm
	SUMMARY:	Defines eligible renewable energy resource to include the electricity generated by a hydroelectric generation facility procured or owned by a retail seller or local publicly owned electric utility, as of January 1, 2003, under the California Renewable Portfolio Standard Program.
	STATUS:	
	04/04/2005	In ASSEMBLY Committee on UTILITIES AND COMMERCE: Not heard.
	Subject:	Energy
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CA AB 1576	AUTHOR:	Nunez (D)
	TITLE:	California Alternative Energy Authority
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/22/2005
	LAST AMEND:	04/12/2005
	DISPOSITION:	Pending
	COMMITTEE:	Assembly Utilities and Commerce Committee
	HEARING:	04/18/2005 3:00 pm
	SUMMARY:	Includes in the definition of "alternative sources of energy," for purposes of the Alternative Energy and Advanced Transportation Financing Authority Act, the use of electricity from an existing electrical generating facility repowered for increased efficiency.
	STATUS:	
	04/12/2005	From ASSEMBLY Committee on UTILITIES AND COMMERCE with author's amendments.
	04/12/2005	In ASSEMBLY. Read second time and amended. Re-referred to Committee on UTILITIES AND COMMERCE.
	Subject:	Energy
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CA AB 1585	AUTHOR:	Blakeslee (R)
	TITLE:	Renewable Energy Resources: California Renewables
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/22/2005
	DISPOSITION:	Pending
	COMMITTEE:	Assembly Utilities and Commerce Committee
	HEARING:	04/18/2005 3:00 pm
	SUMMARY:	Declares the intent of the Legislature to increase the amount of electricity generated per year from renewable sources, so that it equals 20% of the total electricity sold to retail customers in California per year by the year 2010.
	STATUS:	
	03/17/2005	To ASSEMBLY Committees on UTILITIES AND COMMERCE and NATURAL RESOURCES.
	Subject:	Energy
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CA AB 1632	AUTHOR:	Blakeslee (R)
	TITLE:	Energy Resources
	INTRODUCED:	02/22/2005
	DISPOSITION:	Pending
	LOCATION:	ASSEMBLY
	SUMMARY:	Declares the intent of the Legislature to enact legislation relating to thermal power plants.
	STATUS:	
	02/22/2005	INTRODUCED.
	Subject:	Energy
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CA AB 1704	AUTHOR:	Richman (R)
	TITLE:	Electricity: Electrical Restructuring

INTRODUCED: 02/22/2005
DISPOSITION: Pending
COMMITTEE: Assembly Utilities and Commerce Committee
HEARING: 04/18/2005 3:00 pm
SUMMARY:

Requires the Public Utilities Commission to adopt rules meeting specified requirements, to transition to a core/noncore electrical market structure. Requires that the procurement plan approved by the Commission enable the electrical corporation to fulfill its obligation to serve its core customers and core-elect customers, at just and reasonable rates, while minimizing the risk of stranded electricity procurement costs.

STATUS:
 03/30/2005 To ASSEMBLY Committee on UTILITIES AND COMMERCE.
Subject: Energy

CA AB 1736

AUTHOR: Assembly Utilities and Commerce Committee
TITLE: Renewable Energy: Portfolio Standard Program
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/24/2005
DISPOSITION: Pending
COMMITTEE: Assembly Natural Resources Committee
HEARING: 04/25/2005 1:30 pm
SUMMARY:

Revises the definition of "eligible renewable energy resource" under the California Renewables Portfolio Standard Program.

STATUS:
 04/11/2005 From ASSEMBLY Committee on UTILITIES AND COMMERCE: Do pass to Committee on NATURAL RESOURCES.
Subject: Energy

CA SB 1

AUTHOR: Murray (D)
TITLE: Energy: Renewable Energy Resources: Solar Roofs
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/06/2004
LAST AMEND: 02/28/2005
DISPOSITION: Pending
LOCATION: Senate Energy, Utilities and Communications Committee
SUMMARY:

Establishes the Million Solar Roofs Initiative with the goal of establishing a million solar energy systems on new and existing residential and commercial customer sites and establishing a self-sufficient solar industry in 10 years. Requires all local publicly owned electric utilities to establish a solar roofs initiative. Requires the Public Utilities Commission to order electrical corporations to expand the availability of net energy metering until it exceeds 0.5% of total electricity sales.

STATUS:
 02/28/2005 From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS with author's amendments.
 02/28/2005 In SENATE. Read second time and amended. Re-referred to Committee on ENERGY, UTILITIES AND COMMUNICATIONS.
Subject: Environment

CA SB 107

AUTHOR: Simitian (D)
TITLE: Renewable Energy
INTRODUCED: 01/20/2005
DISPOSITION: Pending
COMMITTEE: Senate Energy, Utilities and Communications Committee
HEARING: 04/19/2005 9:30 am
SUMMARY:

Revises and recasts language so that the amount of electricity generated per year from renewable energy resources is increased to an amount that equals at least 20% of the total electricity sold to retail customers per year by December 31, 2010. Requires the Energy Commission to establish a renewable energy credit trading program and to develop tracking, accounting, verification, and enforcement mechanisms for the program.

STATUS:
 02/10/2005 To SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS.

Subject:		Energy
CA SB 309	AUTHOR:	Torlakson (D)
	TITLE:	Energy Resources: Petroleum Infrastructure Projects
	INTRODUCED:	02/16/2005
	DISPOSITION:	Pending
	LOCATION:	Senate Rules Committee
	SUMMARY:	Makes legislative findings and declarations related to the need to improve reliability and efficiency and increase energy production capacity in the state to meet the demand for cleaner burning transportation fuels and declare the intent the legislature to amend the Warren-Alquist State Energy Resources Conservation and Development Act.
	STATUS:	
	02/24/2005	To SENATE Committee on RULES.
	Subject:	Energy
CA SB 426	AUTHOR:	Simitian (D)
	TITLE:	Alternative Energy & Transportation Financing
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/17/2005
	LAST AMEND:	04/13/2005
	DISPOSITION:	Pending
	COMMITTEE:	Senate Energy, Utilities and Communications Committee
	HEARING:	04/19/2005 9:30 am
	SUMMARY:	Requires the emergency regulations adopted by the California Alternative Energy and Advanced Transportation Financing Authority for the renewable energy program be repealed 190 days after their effective date unless specified conditions are met.
	STATUS:	
	04/13/2005	From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS with author's amendments.
	04/13/2005	In SENATE. Read second time and amended. Re-referred to Committee on ENERGY, UTILITIES AND COMMUNICATIONS.
	Subject:	Energy, Transport
CA SB 431	AUTHOR:	Battin (R)
	TITLE:	Electricity: Repowering of Facilities
	INTRODUCED:	02/17/2005
	LAST AMEND:	04/11/2005
	DISPOSITION:	Pending
	COMMITTEE:	Senate Energy, Utilities and Communications Committee
	HEARING:	04/19/2005 9:30 am
	SUMMARY:	Requires the Public Utilities Commission to develop and implement a program to foster the repowering of existing facilities for the generation of electricity from renewable energy resources that imposes specified requirements on electrical corporations in connection with their contractual relations with owners of those facilities.
	STATUS:	
	04/11/2005	From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS with author's amendments.
	04/11/2005	In SENATE. Read second time and amended. Re-referred to Committee on ENERGY, UTILITIES AND COMMUNICATIONS.
	Subject:	Energy
CA SB 641	AUTHOR:	Campbell (R)
	TITLE:	Electricity: Electrical Restructuring
	INTRODUCED:	02/22/2005
	DISPOSITION:	Pending
	COMMITTEE:	Senate Energy, Utilities and Communications Committee
	HEARING:	04/19/2005 9:30 am
	SUMMARY:	Requires that the Public Utilities Commission reestablish the right of end-use customers to enter into direct transactions. Provides that the right of end-use customers to enter into direct transactions is to be pursuant to a core/non-core structure, to be defined by the commission.

	STATUS: 03/03/2005 Subject:	To SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS. Energy
CA SB 669	AUTHOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Battin (R) Electricity: Cogeneration 02/22/2005 Pending Senate Rules Committee Declares that it is the policy of the state to encourage private capital investment in customer generation to increase the state's energy supply, to provide tools to customers to manage their energy costs, and to reduce the need for distribution and transmission investments.
	STATUS: 03/10/2005 Subject:	To SENATE Committee on RULES. Energy
CA SB 957	AUTHOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Escutia (D) Generation Facilities 02/22/2005 Pending Senate Rules Committee Makes technical, nonsubstantive changes to electrical restructuring. Requires the Public Utilities Commission to continue to regulate the facilities for the generation of electricity owned by any public utility before January 1, 1997, that are subject to commission regulation until the owner of those facilities has applied to the commission to dispose of those facilities and has been authorized by the commission to undertake that disposal.
	STATUS: 03/17/2005 Subject:	To SENATE Committee on RULES. Energy
CA SB 1048	AUTHOR: TITLE: INTRODUCED: DISPOSITION: COMMITTEE: HEARING: SUMMARY:	Machado (D) Electrical Restructuring: Distributed Energy Resources 02/22/2005 Pending Senate Energy, Utilities and Communications Committee 04/19/2005 9:30 am Changes the criteria for distributed energy resources to include electric generation technology that commences initial operation between May 1, 2001, and December 31, 2010, and has 40 megawatts or smaller in aggregate capacity. Modifies the definition of "ultraclean and low-emission distributed generation" as an electric generation technology that produces zero emissions during operation or that produces emissions that are equal to or less than the limits established by the State Air Resources Board.
	STATUS: 03/17/2005 Subject:	To SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS. AirQuality, Energy
US H 36	SPONSOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	King S (R) Internal Revenue Code Of 1986 01/04/2005 Pending House Ways and Means Committee Amends the Internal Revenue Code of 1986 to provide for a small agri - biodiesel producer credit and to improve the small ethanol producer credit.
	STATUS: 01/04/2005 01/04/2005	INTRODUCED. To HOUSE Committee on WAYS AND MEANS.
US H 423	SPONSOR: TITLE: INTRODUCED: DISPOSITION:	Terry (R) Advanced Power System Technology Incentives Program 01/26/2005 Pending

LOCATION: House Energy and Commerce Committee

SUMMARY:

To authorize the Secretary of Energy to establish an Advanced Power System Technology Incentives Program to fund the development and deployment of new advanced technologies such as advanced fuel cells, turbines, or hybrid power systems or power storage systems to generate or store electric energy, and for other purposes.

STATUS:

01/26/2005 INTRODUCED.
01/26/2005 To HOUSE Committee on ENERGY AND COMMERCE.

US H 622

SPONSOR: Bono (R)
TITLE: Renewable Energy Production Incentive Program
INTRODUCED: 02/08/2005
DISPOSITION: Pending
LOCATION: House Energy and Commerce Committee
SUMMARY:

To reauthorize and revise the Renewable Energy Production Incentive program, and for other purposes.

STATUS:

02/08/2005 INTRODUCED.
02/08/2005 To HOUSE Committee on ENERGY AND COMMERCE.

US H 737

SPONSOR: Woolsey (D)
TITLE: Energy
INTRODUCED: 02/09/2005
DISPOSITION: Pending
LOCATION: House Science Committee
SUMMARY:

To establish an energy program for the United States that unlocks the potential of renewable energy and energy efficiency, and for other purposes.

STATUS:

02/09/2005 INTRODUCED.
02/09/2005 To HOUSE Committee on SCIENCE.

US S 326

SPONSOR: Smith (R)
TITLE: Renewable Energy Production Incentive Program
INTRODUCED: 02/09/2005
DISPOSITION: Pending
LOCATION: Senate Energy and Natural Resources Committee
SUMMARY:

A bill to reauthorize and revise the Renewable Energy Production Incentive program, and for other purposes.

STATUS:

02/09/2005 INTRODUCED.
02/09/2005 In SENATE. Read second time.
02/09/2005 To SENATE Committee on ENERGY AND NATURAL RESOURCES.

Private file: Environment

CA AB 486

AUTHOR: Leslie (R)
TITLE: Urban Open Space and Recreation
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/16/2005
LAST AMEND: 04/04/2005
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Provides that 12% of the moneys for the acquisition or development of recreational lands and facilities, or for innovative recreation programs, under the Urban Open-Space and Recreation Program shall also be available to counties for those projects. Makes large counties and regional park districts that constitute heavily urbanized areas ineligible for these funds.

STATUS:

04/04/2005 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

	Subject:	Environment
CA AB 597	AUTHOR: TITLE: INTRODUCED: DISPOSITION: COMMITTEE: HEARING: SUMMARY:	Montanez (D) Response Actions: Brownfield Sites 02/17/2005 Pending Assembly Environmental Safety and Toxic Materials Committee 04/26/2005 1:30 pm Revises the public participation procedures under the Land Reuse and Revitalization Act of 2004 that are required to be included in the response plan, including requiring the agency to notify all other appropriate governmental entities and local agencies that is not party to the response plan regarding the proposed response action. Requires the regional board to provide reasonable public notice in English and other languages commonly spoken in the area for public review and comment.
	STATUS: 03/03/2005 Subject:	To ASSEMBLY Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS. Environment
CA SB 153	AUTHOR: TITLE: INTRODUCED: LAST AMEND: DISPOSITION: COMMITTEE: HEARING: SUMMARY:	Chesbro (D) Clean Water, Clean Air, and Coastal Protection Act 02/08/2005 04/04/2005 Pending Senate Appropriations Committee 04/18/2005 1:30 pm Enacts the California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2006. Authorizes the issuance of bonds for the purpose of financing a program for the acquisition, development, and preservation of park, recreational, water, coastal, agricultural land, air, cultural, and historical resources.
	STATUS: 04/04/2005 Subject:	In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. AirQuality, Environment, Water
US H 444	SPONSOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Issa (R) High Occupancy Vehicles 02/01/2005 Pending House Transportation & Infrastructure Committee To amend title 23, United States Code, relating to the use of high occupancy vehicle lanes by hybrid vehicles.
	STATUS: 02/01/2005 02/01/2005	INTRODUCED. To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
US S 553	SPONSOR: TITLE: INTRODUCED: DISPOSITION: LOCATION: SUMMARY:	Feinstein (D) Low Emission and Hybrid Vehicles 03/08/2005 Pending Senate Environment and Public Works Committee A bill to amend title 23, United States Code, to provide for HOV - lane exemptions for low - emission and hybrid vehicles.
	STATUS: 03/08/2005 03/08/2005 03/08/2005	INTRODUCED. In SENATE. Read second time. To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

Private file: SolidWasteCA AB 177 **AUTHOR:** Bogh (R)

0022

Assembly Environment, Air Quality & Private File 4/14/2005

TITLE: Solid Waste: Biomass Conversion: Transformation
INTRODUCED: 01/24/2005
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:

Relates to the California Integrated Waste Management Act of 1989. Revises the definition of biomass conversion to mean the controlled combustion, thermal conversion, chemical conversion, or biological conversion, other than composting, of biomass waste used for producing electricity, heat, or a reconstituted product that meets the quality standards for use in the marketplace. Defines the term "biomass waste". Revises the definition of transformation to mean the incineration of mixed solid waste.

STATUS:
 01/31/2005 To ASSEMBLY Committee on NATURAL RESOURCES.
Subject: SolidWaste

CA AB 575 **AUTHOR:** Wolk (D)
TITLE: Electronic Waste Recycling
INTRODUCED: 02/16/2005
DISPOSITION: Pending
COMMITTEE: Assembly Environmental Safety and Toxic Materials Committee
HEARING: 04/26/2005 1:30 pm
SUMMARY:

Allows a retailer to elect to pay the covered electronic waste recycling fee on behalf of the consumer by paying the covered electronic waste recycling fee to the retailer's vendor. Provides that if the retailer makes this election, the covered electronic waste recycling fee is a debt owed by the vendor to the state, and the consumer and the retailer are not liable for the fee.

STATUS:
 04/11/2005 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on ENVIRONMENTAL SAFETY & TOXIC MATERIALS.
Subject: SolidWaste

CA AB 727 **AUTHOR:** Bermudez (D)
TITLE: Solid Waste: Integrated Waste Management
INTRODUCED: 02/17/2005
DISPOSITION: Pending
COMMITTEE: Assembly Natural Resources Committee
HEARING: 04/18/2005 1:30 pm
SUMMARY:

Amends the Integrated Waste Management Act the requires the Integrated Waste Management Board and local agencies to promote waste management practices in a specified order of priority. Includes in that list of practices the recovery of waste through conversion technology, or other beneficial use technologies, and reorder the list of priorities.

STATUS:
 03/03/2005 To ASSEMBLY Committee on NATURAL RESOURCES.
Subject: SolidWaste

CA AB 1049 **AUTHOR:** Koretz (D)
TITLE: Recycling: Food and Beverage Packages: Labeling
INTRODUCED: 02/22/2005
DISPOSITION: Pending
COMMITTEE: Assembly Natural Resources Committee
HEARING: 04/25/2005 1:30 pm
SUMMARY:

Prohibits a person, on and after January 1, 2007, from selling a food or beverage package, in the state unless the food or beverage package complies with the labeling requirements that they labeled with a code that indicates the resin used to produce the rigid plastic bottle or rigid plastic container require a food and beverage package to labeled with consumer disposal instructions consisting of a code indicating the appropriate disposal method.

STATUS:
 03/07/2005 To ASSEMBLY Committee on NATURAL RESOURCES.
Subject: SolidWaste

CA AB 1090 **AUTHOR:** Matthews (D)
TITLE: Solid Waste: Diversion: Conversion
INTRODUCED: 02/22/2005

0023

DISPOSITION: Pending
COMMITTEE: Assembly Natural Resources Committee
HEARING: 04/18/2005 1:30 pm
SUMMARY:

Revises the waste management practices that the integrated Waste Management Board and local agencies are required to promote. Repeals the definition of the term gasification. Defines the terms conversion technology, beneficial use and recovery. Revises the definition of the term "transformation" to exclude pyrolysis, distillation or biological conversion other than composting from that definition. Specifies that transformation does not include conversion technology.

STATUS:
 03/30/2005 To ASSEMBLY Committees on NATURAL RESOURCES and UTILITIES AND COMMERCE.
Subject: SolidWaste

CA AB 1103

AUTHOR: Karnette (D)
TITLE: Bicycle Recycling
INTRODUCED: 02/22/2005
LAST AMEND: 04/12/2005
DISPOSITION: Pending
COMMITTEE: Assembly Natural Resources Committee
HEARING: 04/25/2005 1:30 pm
SUMMARY:

Establishes the Bicycle Recycling and Disposal Program. Requires each person selling a new bicycle in the state to pay a charge of \$7. Exempts a used bicycle from the charge. Requires the board to deposit the revenues collected into the California Bicycle Recycling and Disposal Program Fund. Pays refund values. Makes block grants for the implementation of certified reCycling centers and covers the cost of insurance. Requires the board to appoint an administrator to oversee the program and certify centers.

STATUS:
 04/12/2005 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.
 04/12/2005 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.
Subject: SolidWaste

CA AB 1125

AUTHOR: Pavley (D)
TITLE: Household Battery Recycling Act
INTRODUCED: 02/22/2005
DISPOSITION: Pending
COMMITTEE: Assembly Environmental Safety and Toxic Materials Committee
HEARING: 04/26/2005 1:30 pm
SUMMARY:

Enacts the Household Battery Recycling Act of 2006 and would define terms for purposes of the act, including "household battery." Requires a retailer of household batteries to have in place a system for the acceptance and collection of used household batteries for reuse, recycling, or proper disposal including the take-back at no cost to the consumer of a used household battery.

STATUS:
 03/17/2005 To ASSEMBLY Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS.
Subject: SolidWaste

CA AB 1193

AUTHOR: Hancock (D)
TITLE: Recycling: Compact Discs and Digital Versatile Discs
INTRODUCED: 02/22/2005
DISPOSITION: Pending
LOCATION: Assembly Arts, Entertainment, Sports, Tourism and Internet Media Committee
SUMMARY:

Prohibits the distribution or mass mailing of compact discs (CDs) or digital versatile discs (DVDs) for commercial purposes to households that are assessed a solid waste fee, without the consent of a person in the household, unless the recipient is provided a postage paid return mailing envelope or similar return mechanism that would allow the recipient to return the disc.

STATUS:
 04/11/2005 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on ARTS, ENT., SPORTS, TOURISM & INTERNET MEDIA.

0025

TITLE: Public Resources: Solid Waste
INTRODUCED: 02/22/2005
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:

Changes that percentage to an unspecified amount a city or county source reduction element to divert of all solid waste from landfill disposal of transformation through source reduction, recycling, and composting activities.

STATUS:
 03/10/2005 To SENATE Committee on RULES.
Subject: SolidWaste

CA SB 1076

AUTHOR: Perata (D)
TITLE: Solid Waste
INTRODUCED: 02/22/2005
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:

Makes a technical, nonsubstantive change in the California Integrated Waste Management Act that requires each county, city, district, or other local government agency that provides solid waste handling services to provide for those services, including, but not limited to, source reduction, recycling, composting activities, and the collection, transfer, and disposal of solid waste within or without the territory subject to its solid waste handling jurisdiction.

STATUS:
 03/17/2005 To SENATE Committee on RULES.
Subject: SolidWaste

US H 879

SPONSOR: Dingell (D)
TITLE: Solid Waste Disposal Act
INTRODUCED: 02/17/2005
DISPOSITION: Pending
LOCATION: House Energy and Commerce Committee
SUMMARY:

Amends the Solid Waste Disposal Act to provide for secondary containment to prevent MTBE and petroleum contamination.

STATUS:
 02/17/2005 INTRODUCED.
 02/17/2005 To HOUSE Committee on ENERGY AND COMMERCE.

US S 439

SPONSOR: Boxer (D)
TITLE: Methyl Tertiary Butyl Ether
INTRODUCED: 02/17/2005
DISPOSITION: Pending
LOCATION: Senate Environment and Public Works Committee
SUMMARY:

A bill to amend the Solid Waste Disposal Act to provide for secondary containment to prevent methyl tertiary butyl ether and petroleum contamination.

STATUS:
 02/17/2005 INTRODUCED.
 02/17/2005 In SENATE. Read second time.
 02/17/2005 To SENATE Committee on ENVIRONMENT AND PUBLIC WORKS.

Private file: Water

CA AB 290

AUTHOR: Leslie (R)
TITLE: California Waterworks Standards
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/09/2005
LAST AMEND: 03/17/2005
DISPOSITION: Pending
LOCATION: Assembly Second Reading File
SUMMARY:

Amends the Safe Drinking Water Act. Requires the Department of Health Services, through a study committee, to undertake a 5-year study of methodologies used to determine water source

capacities in hard-rock wells in order to determine the techniques for conducting pump tests and evaluating data that will result in the most accurate and cost-effective prediction of long-term well capacity.

STATUS:

04/12/2005

From ASSEMBLY Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS: Do pass as amended to Committee on APPROPRIATIONS. Environment, Water

Subject:

CA AB 342

AUTHOR:

Baca (D)

TITLE:

Perchlorate Fee

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

02/10/2005

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Declares the intent of the Legislature to enact legislation that would authorize the Department of Toxic Substances Control to assess a fee on products that contain perchlorate and to expand those funds to treat drinking water wells contaminated with perchlorate.

STATUS:

02/10/2005

INTRODUCED.

Subject:

Water

CA AB 371

AUTHOR:

Goldberg (D)

TITLE:

Water Recycling

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/11/2005

LAST AMEND:

04/06/2005

DISPOSITION:

Pending

LOCATION:

Assembly Water, Parks and Wildlife Committee

SUMMARY:

Requires the Water Resources Control Board, for purposes of establishing the amount of a fee that may be imposed upon any publicly owned treatment works, to structure the fee schedule to provide incentives to maximize water recycling. Requires the prescribing of general water recycling requirements to nonpotable uses of recycled water. Requires all pipe installed for nonpotable water uses as part of a state construction project to be purple pipe that is suitable for the conveyance of recycled water.

STATUS:

04/12/2005

From ASSEMBLY Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS: Do pass to Committee on WATER, PARKS AND WILDLIFE.

Subject:

Water

CA AB 374

AUTHOR:

Bermudez (D)

TITLE:

Water Replenishment Districts: Assessment

INTRODUCED:

02/11/2005

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Makes a technical, nonsubstantive change to a provision of the Water Replenishment District Act requiring a producer to pay a water replenishment assessment.

STATUS:

02/11/2005

INTRODUCED.

Subject:

Water

CA AB 495

AUTHOR:

Montanez (D)

TITLE:

Waste Discharge Requirements: Penalties

INTRODUCED:

02/16/2005

LAST AMEND:

03/29/2005

DISPOSITION:

Pending

COMMITTEE:

Assembly Environmental Safety and Toxic Materials Committee

HEARING:

04/26/2005 1:30 pm

SUMMARY:

Redefines effluent limitation under the Porter-Cologne Water Quality Control Act that provides a penalty for a violation of a toxicity effluent limitation, to mean a numeric restriction, or a

narratively expressed numeric restriction, on the quantity, discharge rate, concentration or toxicity units of a pollutant or pollutants that may be discharged from an authorized location.

STATUS:

03/29/2005

From ASSEMBLY Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS with author's amendments.

03/29/2005

In ASSEMBLY. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS.

Subject:

Water

CA AB 501

AUTHOR:

La Malfa (R)

TITLE:

Water Supply Assessments

INTRODUCED:

02/16/2005

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Revises existing provisions of law relating to water supply planning to require a city or county that undertakes an environmental restoration project, wildlife restoration project, or conservation easement transfer, to identify any public water system that is, or may become a supplier of water for that project, and to determine if the water requirements of the project are included as part of a specified urban water management plan.

STATUS:

02/16/2005

INTRODUCED.

Subject:

Water

CA AB 579

AUTHOR:

Emmerson (R)

TITLE:

Groundwater

INTRODUCED:

02/16/2005

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Makes a technical, nonsubstantive change to existing law that declares that groundwater is a valuable natural resource and should be managed to ensure its safe production and its quality.

STATUS:

02/16/2005

INTRODUCED.

Subject:

Water

CA AB 798

AUTHOR:

Wolk (D)

TITLE:

Water Quality, Watershed & Flood Management Bond Act

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

02/18/2005

LAST AMEND:

04/11/2005

DISPOSITION:

Pending

LOCATION:

Assembly Water, Parks and Wildlife Committee

SUMMARY:

Enacts the Water Quality, Watershed Protection, and Flood Management Bond Act of 2006 which would authorize issuance of state bonds for purposes of financing a water quality, watershed protection, and flood management program. Requires voter approval.

STATUS:

04/11/2005

To ASSEMBLY Committees on WATER, PARKS AND WILDLIFE and ENVIRONMENTAL SAFETY AND TOXIC MATERIALS.

04/11/2005

From ASSEMBLY Committee on WATER, PARKS AND WILDLIFE with author's amendments.

04/11/2005

In ASSEMBLY. Read second time and amended. Re-referred to Committee on WATER, PARKS AND WILDLIFE.

Subject:

Revenue/Bond, Water

CA AB 802

AUTHOR:

Wolk (D)

TITLE:

Land Use: Water Supply

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/18/2005

LAST AMEND:

04/06/2005

DISPOSITION:

Pending

LOCATION:

Assembly Water, Parks and Wildlife Committee

0028

SUMMARY:

Requires the land use element of the general plan to consider any urban water management plan prepared and adopted by an urban water supplier that affect the land covered by the general plan. Requires the conservation element of the general plan to cover flood management and to consider, among other things, the existing water supply and the possible means of using flood water to supplement that supply.

STATUS:

04/13/2005

From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass to Committee on WATER, PARKS AND WILDLIFE.

Subject:

Water

CA AB 1128

AUTHOR:

Blakeslee (R)

TITLE:

California Regional Water Quality Control Board Members

INTRODUCED:

02/22/2005

DISPOSITION:

Pending

COMMITTEE:

Assembly Elections, Redistricting and Constitutional Amendments Committee

HEARING:

04/19/2005 1:30 pm

SUMMARY:

Authorizes a board member of a regional water quality control board to participate in specified board actions if the actions apply on a regionwide basis, are not decisions in which the board member has a financial interest, and are not actions required to be undertaken pursuant to the federal Clean Water Act.

STATUS:

04/12/2005

From ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Do pass to Committee on ELECTIONS AND REDISTRICTING.

Subject:

Water

CA AB 1135

AUTHOR:

Dymally (D)

TITLE:

Water Replenishment District: Replenishment Assessment

INTRODUCED:

02/22/2005

DISPOSITION:

Pending

LOCATION:

Assembly Local Government Committee

SUMMARY:

Requires the board of directors of a water replenishment district, upon making a prescribed determination that funds shall be raised to purchase water for replenishment, to publish a notice that a public hearing will be held on the third Tuesday in April to determine to what extent those costs for the ensuing year will be paid for by means of imposing a water replenishment assessment.

STATUS:

03/30/2005

To ASSEMBLY Committee on LOCAL GOVERNMENT.

Subject:

Water

CA AB 1201

AUTHOR:

Laird (D)

TITLE:

Groundwater Management

INTRODUCED:

02/22/2005

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Declares that it is the intent of the Legislature to encourage state and local agencies to work cooperatively to manage groundwater resources.

STATUS:

02/22/2005

INTRODUCED.

Subject:

Water

CA AB 1724

AUTHOR:

Villines (R)

TITLE:

Water Quality: Reclamation: Excessive Rainfall

INTRODUCED:

02/22/2005

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Declares the intent of the Legislature to enact legislation to revise provisions of the law relating to water reclamation to prohibit a regional water quality control board from requiring a holder of a master reclamation permit or a water district to provide plans or water reclamation facilities to reclaim or recycle all water subject to a permit or passing through a water reclamation facility

during a period of excessive rainfall.

STATUS:

02/22/2005

INTRODUCED.

Subject:

Water

CA AB 1727

AUTHOR:

Aghazarian (R)

TITLE:

State Water Resources Control Board and Regional Boards

INTRODUCED:

02/22/2005

DISPOSITION:

Pending

LOCATION:

Assembly Environmental Safety and Toxic Materials Committee

SUMMARY:

Requires the State Water Resources Control Board to appoint an executive director and, for each of the regional water quality control boards, an executive officer, all of whom would be exempt from civil service. Reduces the number of members on a regional board, but would not affect the term of a member who serves on a regional board. Revises certain eligibility requirements for membership on a regional board.

STATUS:

04/04/2005

To ASSEMBLY Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS.

Subject:

Water

CA SB 31

AUTHOR:

Florez (D)

TITLE:

Water Fees

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

yes

INTRODUCED:

12/09/2004

DISPOSITION:

Pending

LOCATION:

Senate Natural Resources and Water Committee

SUMMARY:

Revises provisions for making water rights filings with the Water Resources Control Board. Changes the listing of applications subject to the board's schedule of fees. Denominates the fees as transaction fees. Limits the fees to processing costs. Requires adjustments of individual transaction fees. Requires the annual permit or license fees to be imposed based upon the number of acre-feet of water covered by the permit or license.

STATUS:

01/27/2005

To SENATE Committee on NATURAL RESOURCES AND WATER.

Subject:

Water

CA SB 113

AUTHOR:

Machado (D)

TITLE:

California Bay-Delta Authority Act

INTRODUCED:

01/24/2005

DISPOSITION:

Pending

LOCATION:

Senate Natural Resources and Water Committee

SUMMARY:

Relates to existing law which requires the California Bay-Delta Authority to review, approve, and make recommendations regarding certain annual program plans and project expenditures submitted by the implementing agencies based on prescribed criteria. Requires the authority, in undertaking that review, approval or modification, to consider the extent to which those plans or expenditures are consistent with the "beneficiary pays principle".

STATUS:

02/10/2005

To SENATE Committee on NATURAL RESOURCES AND WATER.

Subject:

Environment, Water

CA SB 387

AUTHOR:

Ducheny (D)

TITLE:

New River

INTRODUCED:

02/17/2005

LAST AMEND:

03/29/2005

DISPOSITION:

Pending

LOCATION:

Senate Second Reading File

SUMMARY:

Declares that the New River in Imperial County is an urban creek. Authorizes the City of Calexico to proceed in accordance with specified law with a comprehensive project for the cleanup, encasement and underground piping, and pollution treatment of the New River as it flows through that city, for the purposes of protecting human health and the environment.

STATUS:

	03/29/2005	From SENATE Committee on NATURAL RESOURCES AND WATER with author's amendments.
	03/29/2005	In SENATE. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES AND WATER.
	03/29/2005	From SENATE Committee on NATURAL RESOURCES AND WATER: Do pass as amended to Committee on APPROPRIATIONS.
	Subject:	Water
<hr/>		
CA SB 773	AUTHOR:	Cox (R)
	TITLE:	Groundwater Aquifers: Injection Wells
	INTRODUCED:	02/22/2005
	LAST AMEND:	04/04/2005
	DISPOSITION:	Pending
	COMMITTEE:	Senate Environmental Quality Committee
	HEARING:	04/18/2005 1:30 pm
	SUMMARY:	Exempts from the definition of waste, drinking water that is percolated, injected, or otherwise conveyed into storage in a groundwater aquifer for later recovery and use. Directs the Water Resources Control Board and regional boards to encourage projects in which drinking water is injected, percolated or otherwise conveyed into groundwater aquifers for later recovery and use by the public. Authorizes the requirement of certain reports concerning this method of storing public use groundwater.
	STATUS:	
	04/04/2005	From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.
	04/04/2005	In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.
	Subject:	Water
<hr/>		
CA SB 820	AUTHOR:	Kuehl (D)
	TITLE:	Water
	INTRODUCED:	02/22/2005
	DISPOSITION:	Pending
	LOCATION:	Senate Natural Resources and Water Committee
	SUMMARY:	Requires the Department of Water Resources to prepare and deliver to State Water Project contractors, city and county planning departments, and regional and metropolitan planning departments within the project service area a report that accurately sets forth, under a range of hydrologic conditions, the then existing overall delivery capability of the project facilities and the allocation of that capacity to each contractor.
	STATUS:	
	03/10/2005	To SENATE Committees on NATURAL RESOURCES AND WATER and RULES.
	Subject:	Water
<hr/>		
US H 18	SPONSOR:	Baca (D)
	TITLE:	Groundwater Remediation Program
	INTRODUCED:	01/04/2005
	LAST AMEND:	04/12/2005
	DISPOSITION:	Pending
	LOCATION:	SENATE
	SUMMARY:	To authorize the Secretary of the Interior, acting through the Bureau of Reclamation and in coordination with other Federal, State, and local government agencies, to participate in the funding and implementation of a balanced, long - term groundwater remediation program in California, and for other purposes.
	STATUS:	
	04/12/2005	In HOUSE. Discharged from HOUSE Committee on RESOURCES.
	04/12/2005	In HOUSE. Amended on HOUSE floor.
	04/12/2005	In HOUSE. Passed HOUSE. *****To SENATE.
<hr/>		
US H 74	SPONSOR:	Davis Jo (R)
	TITLE:	Federal Water Pollution Control Act
	INTRODUCED:	01/04/2005
	DISPOSITION:	Pending

	LOCATION:	House Transportation & Infrastructure Committee
	SUMMARY:	Amends the Federal Water Pollution Control Act to impose limitations on wetlands mitigation activities carried out through the condemnation of private property.
	STATUS:	
	01/04/2005	INTRODUCED.
	01/04/2005	To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
<hr/>		
US H 122	SPONSOR:	Issa (R)
	TITLE:	Reclamation Wastewater and Groundwater Study
	INTRODUCED:	01/04/2005
	DISPOSITION:	Pending
	LOCATION:	House Resources Committee
	SUMMARY:	Amends the Reclamation Wastewater and Groundwater Study and Facilities Act to authorize the Secretary of the Interior to participate in the Eastern Municipal Water District Recycled Water System Pressurization and Expansion Project.
	STATUS:	
	01/04/2005	INTRODUCED.
	01/04/2005	To HOUSE Committee on RESOURCES.
<hr/>		
US H 125	SPONSOR:	Issa (R)
	TITLE:	Santa Margarita River
	INTRODUCED:	01/04/2005
	DISPOSITION:	Pending
	LOCATION:	Multiple Committees
	SUMMARY:	Authorizes the Secretary of the Interior to construct facilities to provide water for irrigation, municipal, domestic, military, and other uses from the Santa Margarita River, California, and for other purposes.
	STATUS:	
	01/04/2005	INTRODUCED.
	01/04/2005	To HOUSE Committee on RESOURCES.
	01/04/2005	Additionally referred to HOUSE Committee on ARMED SERVICES.
<hr/>		
US H 135	SPONSOR:	Linder (R)
	TITLE:	Comprehensive Water Strategy
	INTRODUCED:	01/04/2005
	DISPOSITION:	Pending
	LOCATION:	SENATE
	SUMMARY:	Establishes the Twenty-First Century Water Commission to study and develop recommendations for a comprehensive water strategy to address future water needs.
	STATUS:	
	04/12/2005	In HOUSE. Discharged from HOUSE Committee on RESOURCES.
	04/12/2005	In HOUSE. Discharged from HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.
	04/12/2005	In HOUSE. Passed HOUSE. *****To SENATE.
<hr/>		
US H 186	SPONSOR:	Pombo (R)
	TITLE:	Groundwater Remediation Program
	INTRODUCED:	01/04/2005
	DISPOSITION:	Pending
	LOCATION:	Senate Energy and Natural Resources Committee
	SUMMARY:	Authorizes the Secretary of the Interior, acting through the Bureau of Reclamation and in coordination with other Federal, State, and local government agencies, to participate in the funding and implementation of a balanced, long - term groundwater remediation program in California, and for other purposes.
	STATUS:	
	03/15/2005	In SENATE. Read second time.
	03/15/2005	To SENATE Committee on ENERGY AND NATURAL RESOURCES.
<hr/>		
US H 624	SPONSOR:	Camp (R)
	TITLE:	Federal Water Pollution Control Act

INTRODUCED: 02/08/2005**DISPOSITION:** Pending**LOCATION:** House Transportation & Infrastructure Committee**SUMMARY:**

To amend the Federal Water Pollution Control Act to authorize appropriations for sewer overflow control grants.

STATUS:

02/08/2005

INTRODUCED.

02/08/2005

To HOUSE Committee on TRANSPORTATION AND INFRASTRUCTURE.

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May 2005 Events

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Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 11:00a Communication & Membership	4 SCAG 2005 General Assembly Gateway Cities COG 11:30a ASPA	5 8:00a Executive 9:00a ADMIN 10:00a EEC 10:00a CEHD 10:00a TCC 11:30a RC	6 VCTC SCAQMD	7
8	9 OCTA	10	11 RCTC	12 VCOG Board 10:00a Aviation Technical Advisory Committee (location varies)	13	14
15	16	17	18 UCLA Smart Growth Conference, Wilshire Grand 9:30a Goods Movement 11:15a MAGLEV	19 SGVCOG Board 10:00a Plans & Programs TAC	20	21
22	23 OCTA 10:30a RCP Task Force	24 10:00a Transportation Conformity Working Group	25 9:30a Modeling Task Force	26 San Bernardino County City/County Managers TAC SBCCOG 9:30a Subregional Coordinators	27	28
CCCCA - Annual ...						
29	30 MEMORIAL DAY - SCAG OFFICES CLOSED	31 11:00a Communication & Membership				

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Printed April 20, 2005 1:15p

June 2005 Events

Visit www.scag.ca.gov for the latest information.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Gateway Cities COG 11:30a ASPA	2 8:00a Executive 9:00a ADMIN 10:30a EEC 10:30a CEHD 10:30a TCC 12:30p RC	3 AQMD Board Meeting VCTC	4
5	6	7	8 RCTC	9 10:00a Water Policy 10:00a Aviation Technical Advisory Committee (location varies)	10	11
APTA Rail Transit Conference - Pittsburgh, PA						
12	13 OCTA Board Meeting	14	15 9:30a Goods Movement 11:15a MAGLEV	16 SGVCOG Board Meeting 10:00a Plans & Programs TAC 1:30p RSTIS	17	18
19	20	21	22	23 SBCCOG Board Meeting 9:30a Subregional Coordinators	24	25
26	27 OCTA Board Meeting 10:30a RCP Task Force	28 10:00a Transportation Conformity Working Group	29	30 WRCOG General Assembly	NARC Annual Conference - Monterey, CA	
NARC Annual Conference - Monterey, CA						

INFORMATIONAL ONLY. DATES/TIMES SUBJECT TO CHANGE WITHOUT NOTICE

Printed April 20, 2005 1:15p

July 2005 Events

Visit www.scag.ca.gov for the latest information.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
3	4	5 11:30a ASPA	6	7 8:00a Executive 9:00a ADMIN 10:30a EEC 10:30a CEHD 10:30a TCC 12:30p RC	8 VCTC	9
10	11 OCTA Board Meeting	12	13 RCTC	14 VCOG 12:00p Strategic Plan	15	16
Ind. Cities Assn ...					Ind. Cities Assn Summer Seminar	
17	18	19	20 9:30a Goods Movement 10:00a Audit/Best Practices 11:15a MAGLEV	21 10:00a Plans & Programs TAC	22	23
National Association of Counties Annual Conference						
24	25 OCTA Board Meeting 10:30a RCP Task Force	26 10:00a Transportation Conformity Working Group	27 9:30a Modeling Task Force	28 9:30a Subregional Coordinators	29	30
31						

INFORMATIONAL ONLY. DATES/TIMES SUBJECT TO CHANGE WITHOUT NOTICE

Printed April 20, 2005 1:15p

MEMO

DATE: April 15, 2005

TO: Energy and Environment Committee

FROM: Alan Thompson, Senior Regional Planner thompson@scag.ca.gov (213) 236-1940

SUBJECT: Regional Comprehensive Plan, Energy Chapter Action Plan

SUMMARY:

Mr. Alan Thompson, SCAG staff will brief the committee on the Energy chapter of the Regional Comprehensive Plan (RCP), focusing on the action plan. The Energy Action Plan identifies potential actions for various government agencies to assist in implementation of SCAG policies.

Currently SCAG has no regional energy generation policy. A workshop is scheduled for April 29th in order to develop recommendations. It is also noted that SCAG has no energy conservation policy. SCAG has air quality policies that result in conservation from mobile (transportation) sources, but not from static sources. Conservation will also be discussed at the April 29th workshop. The results of that workshop will also be presented to the committee.

The action plan is a component of the RCP energy chapter, which is still in development. A complete draft of the energy chapter will be presented to the committee at a later date.

BACKGROUND:

The Regional Comprehensive Plan (RCP) is intended to serve as a useful tool for outside entities in implementing policies of the Regional Council.

As the designated Regional Transportation Planning Agency (RTPA) for the region, it is imperative for SCAG to pursue implementation of the measures included in its major planning documents. For the first time, the 2004 RTP identified various measures intended to improve the efficient operation of the region's transportation system. Simply put, the region must then pursue the types of development identified in the plan in order to ensure transportation performance. In that sense, the region must also make progress on implementation in order to continue to demonstrate conformity with air quality requirements. Finally, the RTP Program Environmental Impact Report (PEIR) identified future implementation actions by SCAG, and by local jurisdictions, as mitigation for adverse impacts.

The RCP will facilitate implementation by reviewing and compiling the region's various policies and by presenting recommended actions and menus of options for external parties, focusing on local governments.

The Energy Chapter provides a framework for governments to develop policies and practices consistent with regional energy policies, and also for energy policies to be consistent with other regional policies.

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2005/06 SCAG RCP

Preliminary Draft Action Plan for Energy Chapter

INTRODUCTION

The energy action plan identifies policy and practice that SCAG endorses for external parties and itself. While the actions included here are advisory, SCAG will refer to its recommended practices in administering Inter-Governmental Review as authorized by CEQA. The action plan includes items identified as mitigation in the Program Environmental Impact Report for the 2004 Regional Transportation Plan (RTP).

The action plan, as with other RCP chapters, is organized according to the implementing party. As such, there is a recommended actions section for the Federal Government, State Government, SCAG and other regional agencies, and local governments.

California's recent energy crisis brought energy to the forefront of public policy issues. These issues can be summarized as 1) meeting the immediate energy demands, and 2) planning and developing the energy infrastructure necessary for servicing future population growth and energy requirements.

Meeting immediate demands is problematic in that existing supply and demand for petroleum is resulting in significantly high retail prices. In addition, in 2000, there were electricity price spikes and rolling blackouts. Energy conservation provides the most immediate benefit at the regional/local level.

Meeting future needs will be challenging. The energy needs necessary to serve the additional six million people forecast for the region will be substantial. This is especially true if high-energy projects will be required, such as Magnetic Levitation High Speed Rail trains and seawater desalinization plants.

In 2004, SCAG's Regional Council created a clear set of objectives and goals related to the future growth of the region and formalized them in the Compass Growth Vision and the Regional Transportation Plan. The growth vision calls for accelerated growth in key strategic areas that are beneficial to energy conservation, such as transit oriented development along major corridors. The vision for future growth and development is described in full in the Land Use and Housing Chapter of this plan.

This chapter presents energy policies adopted by the Southern California Association of Governments' (SCAG) Regional Council and are referenced in the action plan and are appended as well. It also contains data on electricity, natural gas, and petroleum fuel production and consumption for the SCAG region and the state.

The Indicators Section includes performance indicators to show how the region is progressing toward its policy goals and relates the region's progress on energy issues to the Regional Council's Growth Vision principles:

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SCAG POLICIES REGARDING ENERGY

The SCAG Regional Council, through resolutions and adoption of major planning and policy documents, has established policies regarding energy. The overarching policy for energy is one of sustainability. The Regional Council, through its 2004 Growth Vision, recognizes that energy production and consumption must be sustainable in order to manage efficiently natural resources and in order to protect the environment today and in the future. The overarching energy policy is to:

- *Develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste.* - SCAG Growth Vision, Policy 72

To reduce the overall consumption of fossil fuels, particularly petroleum, SCAG policies encourage the use of alternative fuel vehicles and encourage the use of transit:

- *Encourage local jurisdictions to purchase alternative fuel vehicles, support the installation of refueling infrastructure, planning, education, and outreach to promote alternative fuel vehicles, support the development of legislation, programs, funding, and technology which addresses clean fleets and alternative fuels.* - SCAG Resolution 145
- *Encourage investment in transit.* – SCAG Growth Vision, Policy 72

SCAG enacted policies to show their support for clean power plants in an effort to develop sustainable energy generation and to develop the power plants in an environmentally sustainable way.

- *Oppose current power plant projects at the US-Mexico border, until California Best Available Control Technologies are installed and maintained on all power plants along the border.* - SCAG Resolution 144
- *Support only the use of the best available technology including monitoring, air, and water impacts for locating any nuclear waste facility.* – SCAG Resolution 148

SCAG is required to implement the mitigation measures listed in its Mitigation, Monitoring, and Reporting Program of the 2004 Regional Transportation Plan (RTP) Program Environmental Impact Report (PEIR). The mitigation measures are part of the Action Plan. Mitigation measures addressing energy include:

- *Work with local jurisdictions and energy providers, through [SCAG's] Energy and Environment Committee and other means, to encourage regional-scale planning for improved energy management. Future impacts to energy shall be minimized through cooperative planning and information sharing within the*

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SCAG region. This cooperative planning shall occur during the update of the Energy chapter of SCAG's Regional Comprehensive Plan and Guide.

- *Encourage state and federal lawmakers and regulatory agencies to pursue the design of programs to either require or incentivize the expanded availability and use of alternative-fuel vehicles to reduce the impact of shifts in petroleum fuel supply and price. – SCAG EIR Policy 171*

RECOMMENDED ACTIONS

Actions For The Federal Government

1. SCAG strongly encourages the federal government to develop a long-term plan to reduce the dependence on fossil fuels, the majority of which is used for transportation. Conservation and research into alternative fuels may provide significant long-term solutions. (Policy Reference: 1996 RCP EIR 171; Growth Vision 79, Resolution 145)

- Promote Federal legislation/regulations promoting increased vehicle fuel efficiency standards.
- Maintain or increase funding for HOV lanes and promotion of carpooling.
- Encourage elected officials to actively promote carpooling
- Increase the funding available for transit programs under the Highway Trust Fund.
- Develop a national consensus on alternative fuel research and development.
- Provide incentives for local units of Federal agencies to adopt alternative vehicle fleets to promote alternative fuel infrastructure development.

2. SCAG strongly encourages the federal government to provide incentives for the construction of energy efficient commercial and residential buildings. (Policy Reference: Growth Vision 72)

~~2. SCAG strongly encourages the federal government to promote alternative and innovative energy source generation. [NOTE: SCAG HAS NO ENERGY GENERATION POLICY]~~

- ~~• Promote tax incentives for the commercial/domestic alternative energy generation, such as solar power and wind turbines. (Growth Vision Principle 72?)~~
- ~~• Promote tax incentives to increase the use of cogeneration technologies. (Growth Vision Principle 72?)~~

Actions for the State Legislature

~~1. SCAG strongly encourages the State of California to support the widespread use of environmentally sustainable energy sources, such as solar or wind energy.~~

- ~~• Maintain and expand Solar Energy Rebate Program~~
- ~~• Promote Solar Energy Technology development.~~

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- ~~Provide incentives to increase the use of cogeneration technologies.~~

2. SCAG strongly encourages the State of California to continue to support alternative fuel vehicle incentives and research. (Policy Reference: EIR 171, Resolution 145)

- Provide incentives for state and local governmental bodies to adopt alternative vehicle fleets.
- Adopt alternative fueled vehicles for government fleet cars throughout the nation.
- Maintain and expand incentives for populace to purchase and use alternative fuel vehicles (e.g. carpool lane usage)
- Provide preferred "Reserved for Alternative Fuel Vehicle" parking locations at state buildings.

3. SCAG strongly encourages the State of California to promote fuel conservation (Policy Reference 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 79)

- Promote public awareness campaigns on carpooling and transit ridership
- Promote preferred parking spaces for carpools at State office buildings
- Provide subsidies for carpooling and transit ridership
- Promote public awareness campaigns on carpooling and transit ridership
- Incorporate schools into the "Flex Your Power" public awareness program.

4. SCAG strongly encourages the State of California to continue providing incentives for commercial and residential energy conservation purchases (Policy Reference 72)

- Provide state tax rebates to low income households (and landlords for low-income housing) who purchase efficient appliances.
- Provide informational items promoting the California Home Energy Efficiency Rating System (CHEERS)

5. SCAG strongly encourages the State of California to promote, through advocacy or regulation, environmentally efficient structures (Policy Reference: GV 72)

- Require new government buildings be built according to a minimum threshold on the Leadership in Energy and Environmental Design (LEED) Green Building Rating System.
- Require minimum LEED standards for all commercial/residential building construction.
- Advocate the use of natural cover (roof top trees/shrubs) to reduce urban heat sink phenomenon.

Actions for SCAG and Regional Agencies

1. Scag has no policy on energy conservation. There are policies related to air quality and transportation that have the same effect as conservation, as it relates to congestion

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mitigation, . (Policy Reference 14, 15, 16, 17, 18, 19, 20, 21, 22, 23) but not static energy usage (lighting, heating, etc.)

- Advocate for dedicated preferred designated parking for carpools at government buildings and businesses.
- Promote public awareness campaigns on carpooling and transit ridership
- Promote preferred parking spaces for carpools at regional office buildings
- Promote public awareness campaigns on carpooling and transit ridership

2. SCAG has no regional energy generation policy. Any regional energy policy that is developed should be consistent with other regional policies, including environmental policies.

- ~~Increase the total electricity supply from renewable resources, especially from resources located within the region.~~
- ~~Conduct environmental justice analysis before locating energy facilities, such as power plants and/or transmission lines, in order to ensure that lower income and minority communities are not disproportionately negatively affected. SCAG has no Environmental Justice energy policy.~~
- ~~Develop renewable energy resources to help meet the region's energy needs in an environmentally sensitive manner.~~

3. SCAG will continue to advocate for greater vehicle occupancy (Policy Reference: GV72)

4. SCAG will continue to advocate and plan for regional transit solutions to transportation problems. (Policy Reference: GV79)

5. SCAG will promote the use of alternative fuel vehicles. (Policy Reference: EIR 171)

- Advocate that local governments allow electric/alternative fuel vehicles to park at metered parking spots at no charge (any applicable time limitation would still apply).

6. SCAG will continue to work with local jurisdictions, the California Energy Commission and energy providers to develop state energy guidelines based on projected demand and supply. Developing State guidance with local and regional input will build a consensus for energy action across the state. (Policy Reference: EIR 172)

- Regional Planning Agencies work with CEC to develop energy demand and supply forecasting methodology.
 - Distinguish energy generation and consumption for the built environment and that for transportation purposes.
 - Develop data on the implications of energy usage, especially on emissions of toxic air contaminants and greenhouse gases and possibly for other environmental issues, such as water quality.

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- Support state and local efforts to better coordinate demand side management programs and the development of overall energy policies and goals.
- Develop regional energy performance indicators and goals for those indicators.
- Investigate the potential benefits to the region from encouraging distributed energy resources and combined heat, cooling, and power.
- Regional agencies monitor and provide input towards development of State energy projections.

Actions for Counties and Cities

1. SCAG strongly encourages local governments to purchase alternative fuel vehicles and develop the infrastructure necessary to support the vehicles.

- Local governments purchase alternative fuel vehicles for their fleet, where practical.
- Local governments develop a common infrastructure necessary to support these vehicles.
- Local governments work with SCAG and other governmental units to establish standards on alternative fuel technology and infrastructure.

2. SCAG strongly encourages local governments to establish LEED or other innovative energy standards for new construction. (Policy Reference: GV 72)

3. Local Governments should monitor and provide input in the development of the State energy projections. (Policy Reference: EIR 172)

4. Local governments should review and update, as necessary, building retrofit ordinances for energy efficiency. (Policy Reference: RCPG 87, EIR 172)

5. SCAG's Compass Growth Vision program has identified 2% of the land in the SCAG region to focus land use and transportation investments in order to accommodate the forecast growth in the region to the year 2030. Governments can review this "2% Strategy" and ensure that energy policy is implemented in the areas of the 2% Strategy that fall within their jurisdictions. SCAG can promote the 2% Strategy to educate jurisdictions about the strategy and about ways to implement the strategy, at the same time incorporating energy policy into their plans. (Policy Reference 159, 160, 161)

Energy Policies

SourceDocument

id Policy

Type

1996 RCPG

87 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities. Policy

- | | |
|--|--|
| <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Land Use | <input checked="" type="checkbox"/> Water |
| <input checked="" type="checkbox"/> Housing | <input checked="" type="checkbox"/> Habitat and Open Space |
| <input type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Solid Waste |
| <input checked="" type="checkbox"/> Economy | <input checked="" type="checkbox"/> Other |

85 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies. Policy

- | | |
|--|---|
| <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Land Use | <input checked="" type="checkbox"/> Water |
| <input type="checkbox"/> Housing | <input type="checkbox"/> Habitat and Open Space |
| <input type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Solid Waste |
| <input checked="" type="checkbox"/> Economy | <input checked="" type="checkbox"/> Other |

84 In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high season population totals. Policy

- | | |
|--|---|
| <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Land Use | <input checked="" type="checkbox"/> Water |
| <input checked="" type="checkbox"/> Housing | <input type="checkbox"/> Habitat and Open Space |
| <input type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Solid Waste |
| <input checked="" type="checkbox"/> Economy | <input checked="" type="checkbox"/> Other |

83 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review. Policy

- | | |
|--|--|
| <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Land Use | <input checked="" type="checkbox"/> Water |
| <input checked="" type="checkbox"/> Housing | <input checked="" type="checkbox"/> Habitat and Open Space |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Solid Waste |
| <input checked="" type="checkbox"/> Economy | <input checked="" type="checkbox"/> Other |

EIR

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>172 Work with local jurisdictions and energy providers, through the Energy and Environment Committee and other means, to encourage regional-scale planning for improved energy management. Future impacts to energy shall be minimized through cooperative planning and information sharing within the SCAG region. This cooperative planning shall occur during the update of the Energy chapter of SCAG's Regional Comprehensive Plan and Guide.</p> <div> <div> <input type="checkbox"/> Transportation <input type="checkbox"/> Land Use <input type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy </div> <div> <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Other </div> </div>	Mitigation
	<p>171 Encourage state and federal lawmakers and regulatory agencies to pursue the design of programs to either require or incentivize the expanded availability and use of alternative-fuel vehicles to reduce the impact of shifts in petroleum fuel supply and price.</p> <div> <div> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Land Use <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Economy </div> <div> <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input type="checkbox"/> Other </div> </div>	Mitigation

Growth Vision

	<p>79 Encourage investment in transit.</p> <div> <div> <input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Economy </div> <div> <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Other </div> </div>	Policy
	<p>72 Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.</p> <div> <div> <input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Economy </div> <div> <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Other </div> </div>	Principle

Resolutions

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	148 Supports only the use of the best available technology including monitoring, air, and water impacts for locating any nuclear waste facility.	Position
	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy	
	<input type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input type="checkbox"/> Other	
	145 Encourage local jurisdictions to purchase alternative fuel vehicles, support the installation of refueling infrastructure, planning, education, and outreach to promote alternative fuel vehicles, support the development of legislation, programs, funding, and technology which addresses clean fleets and alternative fuels.	Position
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy	
	<input type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input type="checkbox"/> Other	
	144 RC opposes current power plant projects at the US-Mexico border, until California Best Available Control Technologies are installed and maintained on all power plants along the border.	Position
	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy	
	<input type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input type="checkbox"/> Other	

Air Quality Policies

SourceDocument	id	Policy	Type
1996 RCPG	110	Encourage local participation in the consensus processes regarding conformity processes through SCAG's Transportation Conformity Working Group and the Modeling Task Force.	
		<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	106	Work cooperatively with the region's air districts, ARB and EPA to develop a coordinated game plan to resolve federal/state submission problems and standard differences, and to identify socioeconomic considerations. Local jurisdictions' participation should be sought in the negotiations to resolve conflicting federal and state submittal requirements and ambient air quality standards.	Policy
		<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	98	Encourage planned development in locations least likely to cause environmental impact.	Policy
		<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>108 Work to implement consensus-based approaches to emission reductions from goods movement sources, using the goods movement task force process, studies, and recommendations advocated by SCAG in the 1994 South Coast Air Quality Management Plan (Appendix IV-C).</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy
	<p>109 Work with local, state, and federal agencies to streamline the conformity process and eliminate or revise provisions that are unworkable or of questionable value for ensuring conformity with the purpose of the State Implementation Plan as required by Section 176(c) of the Federal Clean Air Act.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy
	<p>111 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulation can be assessed.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Policy

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>112 Ensure through the Transportation Improvement Plan and conformity processes that funding priority for transportation measures identified in the attainment plans are adhered to in local decision making. In addition, support recognition of these priorities in the federal and state transportation appropriation processes.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Policy
	<p>113 Work to ensure that those infrastructure projects and transportation programs identified as Transportation Control Measures in the State Implementation Plan are not sanctioned or withheld in the event sanctions are imposed.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Policy
	<p>114 SCAG and the region's air districts should continue to maintain Memoranda of Understanding detailing cooperative planning relationships and requiring that regional growth forecasts be used in the development of all air district plans.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy
	<p>116 Actively reach out to both private and public sectors to assist in the development of approaches, formation of implementation strategies and identification of fiscal resources to help achieve implementation air quality-related projects and programs.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	83 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	Policy
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	115 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

EIR

	163 Encourage the ports to extend their operating hours in order to reduce heavy-duty truck traffic during peak periods, thereby reducing the VHT these trucks spend in delay.	Mitigatio
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	171 Encourage state and federal lawmakers and regulatory agencies to pursue the design of programs to either require or incentivize the expanded availability and use of alternative-fuel vehicles to reduce the impact of shifts in petroleum fuel supply and price.	Mitigatio
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	169 Encourage the U.S. Department of Transportation and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.	Mitigatio
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	164 Facilitate implementation of the transportation control measures outlined in the 2003 SCAQMP.	Mitigatio
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	162 Encourage education about and implementation of California's Parking Cash Out law as a means of further reducing VMT.	Mitigatio
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

Growth Vision

	79 Encourage investment in transit.	Policy
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	72 Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.	Principle
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	61 Promote "people-scaled", walkable communities.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	56 Encourage transit-oriented development.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	82 Promote compact, centers- and corridors-focused development, mixed-use, and transit-oriented development.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

Resolutions

	148 Supports only the use of the best available technology including monitoring, air, and water impacts for locating any nuclear waste facility.	Position
	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	145 Encourage local jurisdictions to purchase alternative fuel vehicles, support the installation of refueling infrastructure, planning, education, and outreach to promote alternative fuel vehicles, support the development of legislation, programs, funding, and technology which addresses clean fleets and alternative fuels.	Position
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

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	144 RC opposes current power plant projects at the US-Mexico border, until California Best Available Control Technologies are installed and maintained on all power plants along the border.	Position
	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	143 RC urges federal government to establish common environmental standards and enforcement procedures with Mexico to protect residents' health and to assure that new border stationary sources have minimal negative impacts on the environment.	Position
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	138 Approves participation with Caltrans to undertake the development of an implementation strategy for congestion pricing.	Position
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input type="checkbox"/> Other	

RTP

	26 Focus growth along transit corridors and nodes to utilize available capacity.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>9 HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to SCAG's adopted Regional Performance Indicators.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Policy
	<p>39 Prioritize transportation projects that maximize efficient use of existing capacity, such as Traffic Management Centers, ramp metering, signal synchronization and other ITS.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Policy
	<p>48 Reflect environmental, environmental justice, and local quality of life constraints at existing airports that operate in built-out urban environments.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Principle
	<p>14 Support funding for education and outreach to all employers and to the general public in order to increase awareness and participation in ridesharing.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Strategy
	<p>12 Program public funds into the RTIP to help maintain the public sector share of the existing rideshare market and to increase the number of carpoolers by 8,000 annually.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Strategy

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	13 Provide "seamless" intra- and inter-county carpool services to the regional traveler.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Land Use <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Economy <input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input type="checkbox"/> Other	
	15 Together with county transportation commissions, SCAG will work to further refine existing rideshare tracking, documentation and reporting methods, so as to improve the Region's ability to effectively demonstrate timely implementation of Transportation Control Measures.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Land Use <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Economy <input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input type="checkbox"/> Other	
	16 Formalize and expand partnerships among public and private sector stakeholders to improve delivery of vanpool services regionally, increase ridership, and improve outreach efforts.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Land Use <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Economy <input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input type="checkbox"/> Other	
	17 Increase the number of commuter vanpools from 1,400 to 5,000 through more effective marketing, an increase in dedicated public-sector staffing and resources, and the provision of non-monetary public sector incentives.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Land Use <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Economy <input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Solid Waste <input type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	18 Establish a dedicated funding source for planning and implementing vanpool programs and services.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	19 Facilitate a regionally coordinated marketing strategy among the public and private sectors to enhance vanpool programs, increase ridership and improve outreach efforts.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	20 Formalize and expand partnerships among public and private sector stakeholders to increase opportunities for wage and salary workers regionally to telecommute in lieu of daily commuting.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	21 Promote achievement of a 4-5 percent telework/telecommute goal to increase opportunities for wage and salary workers regionally to telecommute in lieu of daily commuting.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>22 Explore the opportunity to develop and to disseminate educational programs at the county and community level that promote consumers' use of non-motorized travel modes for non-work trips made during commute hours.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Strategy
	<p>23 Explore partnerships among public and private sector providers of medical, shopping, school, recreation and related services and programs to identify alternative modes of travel to their establishments and to evaluate their ability to offer consumer services during non-commute hours.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Strategy
	<p>38 Prioritize transportation projects that improve access to airports, cargo facilities, and intermodal centers.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Strategy
	<p>41 Advance long-range study corridors from the 2001 RTP in high-demand and/or high-growth areas, based upon the findings of the RSTIS process.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Strategy

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	24 Use the proposed funding for non-motorized transportation to implement bikeway expansion projects, create a bicycle- and pedestrian-friendly transportation environment, induce mixed-use development that promotes biking and walking, and conduct public safety education for bicyclists and pedestrians.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

MEMO

DATE: April 15, 2005

TO: Energy and Environment Committee

FROM: Alan Thompson, Senior Regional Planner thompson@scag.ca.gov (213) 236-1940

SUBJECT: Regional Comprehensive Plan, Solid Waste Chapter Action Plan

SUMMARY:

Mr. Alan Thompson, SCAG staff will brief the committee on the Solid Waste Chapter of the Regional Comprehensive Plan (RCP), focusing on the action plan. The Solid Waste Action Plan identifies potential actions for various government agencies to assist in implementation of SCAG policies.

The Solid Waste Task Force is scheduled to meet April 28th in order to develop recommendations. The results of that meeting will also be presented to the committee.

The action plan is a component of the RCP solid waste chapter, which is still in development. A complete draft of the solid waste chapter will be presented to the committee at a later date.

BACKGROUND:

The Regional Comprehensive Plan (RCP) is intended to serve as a useful tool for outside entities in implementing policies of the Regional Council.

As the designated Regional Transportation Planning Agency (RTPA) for the region, it is imperative for SCAG to pursue implementation of the measures included in its major planning documents. For the first time, the 2004 RTP identified various measures intended to improve the efficient operation of the region's transportation system. Simply put, the region must then pursue the types of development identified in the plan in order to ensure transportation performance. In that sense, the region must also make progress on implementation in order to continue to demonstrate conformity with air quality requirements. Finally, the RTP Program Environmental Impact Report (PEIR) identified future implementation actions by SCAG, and by local jurisdictions, as mitigation for adverse impacts.

The RCP will facilitate implementation by reviewing and compiling the region's various policies and by presenting recommended actions and menus of options for external parties, focusing on local governments.

The Solid Waste Chapter provides a framework for governments to develop policies and practices consistent with regional solid waste policies, and also for solid waste policies to be consistent with other regional policies.

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SCAG POLICIES REGARDING SOLID WASTE, INCLUDING HAZARDOUS WASTE

SCAG has established policies regarding solid waste, including hazardous waste. These policies can be used as a guide for jurisdictions when establishing their own waste management policies.

The overarching policy for solid waste is sustainability. The Regional Council, through its 2004 Growth Vision, recognizes that management of solid waste and hazardous waste must be sustainable in order to manage efficiently natural resources and in order to protect the environment today and in the future. The overarching solid waste policy is to:

- *Develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste.*

Recycling and Waste Reduction Policies

SCAG has adopted recycling and waste reduction policies to meet the overarching solid waste policy. These policies include:

- *Encourage international, federal, state, and local procurement policies that favor recycled products.*
- *Eliminate unnecessary duplication and/or restrictive regulations that hinder recycling, reuse, and composting of solid waste.*
- *Promote source reduction technologies that provide more efficient product packaging.*
- *Waste reduction goals and programs should be included in each of the county plans.*

Public Awareness Policies

SCAG recognizes the need for a coordinated effort to educate the public on waste prevention and recycling. One policy toward this effort is:

- *Encourage the continued development of a statewide waste prevention public awareness campaign that reduces unnecessary overlap and expenditures at the local level.*

Hazardous Waste Policies

SCAG has adopted a resolution and several policies on hazardous waste. The Regional Council's desire in developing these policies is that hazardous waste is minimized and that jurisdictions accommodate the hazardous waste that is produced within them.

- *Support only the use of the best available technology including monitoring, air, and water impacts for locating any nuclear waste facility.*

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- *Every county should accept responsibility for the management of hazardous wastes in the region in an amount proportional to the hazardous wastes generated within the county.*
- *Governmental cooperation is needed when siting new hazardous waste facilities.*
- *Facilitate hazardous waste reduction by:*
 - *Supporting strategies that give priority to waste reduction;*
 - *Assisting in information sharing, intergovernmental coordination, and public advocacy;*
 - *Developing a standard definition and reporting format for waste reduction in the region;*
 - *Monitoring county waste reduction efforts; and*
 - *Facilitating intergovernmental cooperation in waste reduction among local government, the California Department of Toxic Substances Control, special purpose agencies, and military institutions.*
- *Regional cooperation can help ensure that counties coordinate their approaches to hazardous waste management facility siting criteria to avoid one county's policies being significantly more restrictive than another county's, thereby leading to inequitable facility siting decisions. Through regional cooperation, general areas for hazardous waste management facility development that meet regional needs can be identified.*

Action Plan

In order to make these policies useful, there needs to be an action plan that will allow jurisdictions to implement the policies. Through the Regional Comprehensive Plan Task Force and SCAG policy committees, the Regional Council has devised an action plan that presents a menu of options for jurisdictions regarding solid waste, including hazardous waste. All of these items in the action plan relate to one or more of the solid waste policies.

SCAG is required to implement the mitigation measures listed in its Mitigation, Monitoring, and Reporting Program of the 2004 Regional Transportation Plan (RTP) Program Environmental Impact Report (PEIR). The mitigation measures are part of the Action Plan. Mitigation measures addressing solid waste and hazardous waste are:

- *Minimize future impacts related to management of solid waste through cooperation, information sharing, and program development during the update of the Integrated Solid Waste Management chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee. SCAG shall consult with the California Integrated Waste Management Board during this process.*
- *Encourage local jurisdictions to continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, encourage further recycling to exceed these rates.*
- *Encourage the California Integrated Waste Management Board to continue to enforce solid waste diversion mandates that are enacted by the Legislature.*
- *Encourage federal, state, and local efforts to educate businesses on the use of less dangerous alternatives to hazardous materials.*

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- *Encourage the U.S. Department of Transportation and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.*
- *Encourage the U.S. Department of Transportation, the Office of Emergency Services, and the California Department of Transportation to continue to conduct driver safety training programs and encourage the private sector to continue conducting driver safety training.*

The Regional Council has empowered subcommittees and task forces to develop policy documents that address specific regional issues. The Solid Waste Task Force Report, published in April 1997, and the Southern California Hazardous Waste Management Plan, published in July 1989, are two reports that specifically present the Regional Council's views on solid waste and hazardous waste. Actions from these documents are presented in this chapter in order to integrate these reports into the Regional Comprehensive Plan.

Source Reduction or Waste Prevention

Source reduction or waste prevention includes actions to reduce waste before the waste is generated. Products with less packaging, eliminating unwanted mail before it is sent, and reusing or recycling items instead of disposing of them are all ways to prevent waste. Actions related to source reduction or waste prevention include:

- Continue to advocate voluntary efforts at the local, state, and national levels to:
 - Reduce material used in packaging products;
 - Increase the useful life of products through durability and reparability;
 - Decrease the toxicity of products;
 - Facilitate material or product reuse;
 - Stimulate reduced or more efficient consumer use of materials; and
 - Increase production efficiency resulting in less production waste.
- Continue to institute governmental source reduction programs such as:
 - Municipal audits of the amount of waste being generated by different governmental functions; and
 - Government procurement policies that specify product characteristics, which encourage or facilitate waste reduction and the recycled markets.
- Continue to advocate consumer-based "recycling" or "eco-shopping" by strategies such as:
 - Encouraging the use of reusable shopping bags;
 - Buying concentrates;
 - Buying in bulk;
 - Purchasing reusable products;
 - Purchasing durable and repairable products;
 - Buying secondhand items;
 - Borrowing or renting items when possible;
 - Avoiding over packaged items; and
 - Being aware of products containing hazardous ingredients.
- Support state programs that offer incentives to those who use recycled materials; thus encouraging growth in the recycled goods market.

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- Continue to support efforts at all levels to stimulate the growth of recycling markets that controls the state mandates and/or demands percentage recycling.
- Continue to advocate and support efforts at all levels to educate the elected officials and the public on the benefits of source reduction and specific actions that business, industry, and the consumer can take to reduce the volume of waste that is generated.
- Continue to advocate the development of incentives to increase the use of recycled materials, thus increasing the demand for recycled products, rather than legislate forced recycling, creating unmarketable products.
- Encourage the institution of pricing mechanisms that encourage all sectors to produce less waste.
- Advocate and support the education of businesses and industries for quantifiable source reduction efforts.
- Continue to advocate and support efforts at all levels to educate the elected officials and the public on the benefits of source reduction and specific actions that business, industry, and the consumer can take to reduce the volume of waste that is generated.

Waste Diversion and Recycling

Diverting waste from landfills through conversion technologies and recycling will reduce a region's reliance on landfills and will preserve the environment. Actions related to waste diversion and recycling include:

- Continue to support the ongoing statewide effort to quantify the "cradle to grave" full life costs of local government waste diversion programs.
- Advocate and support the formation of regional (city/county) waste management programs to further waste diversion efforts and provide an opportunity for a more consolidated approach for meeting state waste diversion targets.
- Advocate the development of subregional or multi-jurisdictional efforts to address solid waste processing, marketing, and disposal issues.
- Continue to advocate CIWMB's taking a realistic look at market potential for recycled materials and their providing recycling market development assistance to local governments and the private sector.
- Advocate and support CIWMB's continuing efforts to develop and stimulate local, national, and international markets for recycled commodities and other programs to encourage the use of recycled products. These efforts should be closely coordinated with SCAG's work on the development of recycling-based industries as part of the broader effort to develop regional environmental business.
- Advocate CIWMB providing a greater role to major recycling market industry groups (paper, plastics, metals, etc.) in the drafting of marketing development policy.
- Support the implementation of the CIWMB Material Recovery Facilities development plan providing a greater role to major recycling market industry groups (paper, plastics, metals, etc.) in the drafting of marketing development policy.

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- Continue to advocate and support efforts at all levels to educate the elected officials and the public on the benefits of waste diversion and recycling and specific actions that business, industry, and the consumer can take in that regard.
- Encourage consideration of rail accessibility to solid waste facilities and markets.
- Reduction requirements should be based only on the amount of residual solid waste ultimately disposed in landfills.
- Advocate and support state and local efforts to explore opportunities for voluntary actions to exceed the 50 percent waste diversion target.
- Continue to study whether legislative approaches to help market recyclables through financial support (loans, grants, tax incentives) are cost-effective.
- Support and encourage the development of subregional or countrywide processing facilities for solid waste.

Transformation Facilities (Alternatives to Landfills)

Conversion technologies such as distillation, gasification, hydrolysis, and pyrolysis convert unwanted yard trimmings, wood that cannot be composted, and low-value paper residuals from material recovery facilities for which there is no recycling market demand into high-value products such as energy, alternative fuels, and other industrial products. These processes divert wastes from landfills and produce energy and other products that can be used in place of consuming additional natural resources. Actions related to transformation facilities such as conversion technologies include:

- Advocate changes in state law, which provide financial support and/or tax incentives for the development of pilot or demonstration solid waste transformation technologies.
- Support federal and state incentives for research and demonstration projects for solid waste transformation technologies.
- Support the siting of pilot and demonstration solid waste transformation technologies, individually or in conjunction with other technologies, giving equal consideration to environmental, public opinion, and cost factors.
- Support state legislative and CIWMB administrative actions to streamline the permitting process for solid waste transformation technologies.
- Advocate that CIWMB actively promote solid waste transformation technologies, and provides information concerning the costs and benefits of these technologies to local governments.
- Advocate county and local programs to educate the public on the costs and benefits of solid waste transformation technologies.
- State law should be revised to separate and remove “incineration” from the definition of “transformation,” and provide the diversion credit to non-burn transformation technologies.
- Consider siting solid waste transformation technologies, individually or in conjunction with other technologies, giving consideration to environmental, public opinion, and cost factors.

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Composting (Alternatives to Landfills)

Composting is the bacterial decomposition of organic materials. Composting can reduce the volume of organic materials that would otherwise be sent to landfills by about 50%. Actions related to composting include:

- Advocate changes in state law, which provide financial support and/or tax incentives for the development of pilot or demonstration solid waste composting technologies.
- Support federal and state incentives for research and demonstration projects for solid waste composting technologies.
- Support the siting of pilot and demonstration solid waste composting technologies, individually or in conjunction with other technologies, giving equal consideration to environmental, public opinion, and cost factors.
- Support state legislative and CIWMB administrative actions to streamline the permitting process for solid waste composting technologies.
- Advocate CIWMB to actively promote solid waste composting technologies and provide information concerning the costs and benefits of these technologies to local governments.
- Advocate county and local programs to educate the public on the costs and benefits of solid waste composting technologies.
- Consider siting solid waste composting technologies, individually or in conjunction with other technologies, giving consideration to environmental, public opinion, and cost factors.

Landfills

Landfills have been the major component in the solid waste management system for some time. More and more often, today, however, landfills are reaching their capacity. Public and private operators of landfills are finding it difficult to site new landfills or expand existing ones because of public opposition. Actions related to landfills include:

- Advocate the continuing review and update of the Siting Elements of Countywide Integrated Waste Management Plans and facilitate the ongoing public dialog on the role and need for landfills.
- Advocate CIWMB's taking a major role in looking at options to continued waste disposal in landfills, including the utilization of alternative strategies to extend the life of existing landfills.
- Support the streamlining of the CEQA process and landfill siting regulations and procedures.
- Encourage and support existing landfills and the siting of new landfills necessary to meet residual disposal needs.
- Evaluate any proposals to transport waste by rail to other states and assess the impact of the actions on the economy of Southern California.

Actions from the Southern California Hazardous Waste Management Plan, July 1989

A key component of hazardous waste management is identifying disposal facilities. The actions put forth in the Southern California Hazardous Waste Management Plan encourage jurisdictions to accommodate the hazardous waste produced within their

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jurisdictions and not to place the disposal burden on other jurisdictions. Actions for hazardous waste include:

- Every county and city in the region should accept responsibility for the management of hazardous wastes in an amount proportionate to the hazardous wastes generated in the county and city.
- Each county should meet its obligation in managing hazardous wastes either by siting facilities to treat and dispose of hazardous wastes or by entering into intergovernmental agreements with other counties to site facilities.
- Treatment facilities should be sited in counties where there is a substantial unmet need for the type of treatment that a facility would provide.
- The minimum fair share responsibility for each county should be to share some combination of facilities sited within the county and intergovernmental agreements with other counties – which will equal the county's offsite hazardous waste generation.
- The maximum fair share responsibility for each county should be to have facilities sited within the county that equal the offsite waste generation of the county.

Solid Waste Policies

SourceDocument	id	Policy	Type
1996 RCPG			
	135	Waste reduction goals and programs should be included in each of the county plans.	Policy
		<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
		<input type="checkbox"/> Land Use <input type="checkbox"/> Water	
		<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
		<input type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste	
		<input type="checkbox"/> Economy <input type="checkbox"/> Other	
	134	Regional cooperation can help ensure that counties coordinate their approaches to hazardous waste management facility siting criteria to avoid one county's policies being significantly more restrictive than another county's, thereby leading to inequitable facility siting decisions. Through regional cooperation, general areas for hazardous waste management facility development that meet regional needs can be identified.	Policy
		<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
		<input type="checkbox"/> Land Use <input type="checkbox"/> Water	
		<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
		<input type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste	
		<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	133	Every county in the region should accept responsibility for the management of hazardous wastes in the region in an amount proportional to the hazardous wastes generated within the county.	Policy
		<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
		<input type="checkbox"/> Land Use <input type="checkbox"/> Water	
		<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
		<input type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste	
		<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>132 Ensure wastewater treatment agency facility planning and facility development be consistent with population projections contained in the RCPG, while taking into account the need to build wastewater treatment facilities in cost-effective increments of capacity, the need to build well enough in advance to reliably meet unanticipated service and storm water demands, and the need to provide standby capacity for public safety and environmental protection objectives.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy
	<p>130 Clean up the contamination in the region's major groundwater aquifers since its water supply is critical to the long-term economic and environmental health of the region. The financing of such clean-ups should leverage state and federal resources and minimize significant impacts on the local economy.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy
	<p>87 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.</p> <p> <input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy
	<p>85 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.</p> <p> <input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	84 In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high season population totals.	Policy
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Economy	<input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Other
	83 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	Policy
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Economy	<input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Water <input checked="" type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Other

EIR

	188 Minimize future impacts related to management of solid waste through cooperation, information sharing, and program development during the update of the Integrated Solid Waste Management chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee. SCAG shall consult with the California Integrated Waste Management Board during this process.	Mitigation
	<input type="checkbox"/> Transportation <input type="checkbox"/> Land Use <input type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy	<input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Other
	187 Encourage local jurisdictions to continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, shall encourage further recycling to exceed these rates.	Mitigation
	<input type="checkbox"/> Transportation <input type="checkbox"/> Land Use <input type="checkbox"/> Housing <input type="checkbox"/> Air Quality <input type="checkbox"/> Economy	<input type="checkbox"/> Energy <input type="checkbox"/> Water <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Other

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	186 Encourage the California Integrated Waste Management Board to continue to enforce solid waste diversion mandates that are enacted by the Legislature.	Mitigatio
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	170 Encourage federal, state, and local efforts to educate businesses on the use of less dangerous alternatives to hazardous materials.	Mitigatio
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	169 Encourage the U.S. Department of Transportation and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.	Mitigatio
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

Growth Vision

	72 Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.	Principle
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

MEMO

Date: May 5, 2005

To: Energy and Environment Committee (EEC)

From: Jacob Lieb, Acting Lead Regional Planner, (213) 236-1921, lieb@scag.ca.gov

Subject: Environmental Justice Review of 2004 Regional Transportation Plan (RTP), Workshop on March 30

SUMMARY

At the direction of the Energy and Environment Committee (EEC), staff convened a group of Environmental Justice experts to review SCAG's efforts for the recently completed 2004 RTP, and to provide suggestions for future processes.

BACKGROUND

As the designated Regional Transportation Planning Agency (RTPA) for Southern California, SCAG is required by Title VI of the Federal Civil Rights Act, along with associated executive orders and regulations, to include Environmental Justice in its planning efforts. SCAG is required to ensure that the benefits and burdens of its programs are fairly distributed.

SCAG's Environmental Justice Program efforts are carried out in two ways:

1. SCAG endeavors to include minority, low income, and under-served communities in its planning efforts, and
2. SCAG conducts technical analysis of its plans in order to determine the presence or lack of equitable distribution of benefits and costs.

SCAG detailed its Environmental Justice Program in Appendix G of the 2004 RTP. The Energy and Environment Committee subsequently asked staff to review its procedures and to consult with Environmental Justice experts on our practices. Staff has assembled a list of approximately 30 academics, activists and peers for this purpose.

A workshop was held on March 30, 2005, and was attended by seven individuals representing various advocacy, community, and government organizations. The workshop featured a brief introductory presentation on SCAG's EJ efforts, followed by an open discussion. Participants offered various comments, summarized as follows:

SCAG's analytical approaches should:

1. capture data on trip making other than home to work, particularly for lower income residents,
2. be based on a competitive analysis approach whereby the most cost-effective and equitable, transportation modes and investment options receive the most funding,



MEMO

3. feature a more robust set of alternatives,
4. collect more data, including the preparation of a new travel survey.

There are Environmental Justice concerns about specific transportation projects included in current SCAG plans, including:

1. goods movement/truck lanes,
2. 710 freeway,
3. airports.

Some potential projects would be viewed favorably from an Environmental Justice perspective, including:

1. increased bus,
2. increased light rail in certain locations/circumstances,
3. transit pricing programs,
4. open space and access to open space.

Environmental Justice should be elevated in the decision making process, such that:

1. it cannot be viewed as an “add on” to the overall transportation planning process,
2. analysis is performed earlier so that it factors into more decisions,
3. Environmental Justice communities are allowed a veto over projects in the plan,
4. a separate Environmental Justice report, or depending on circumstances, and “minority report” is prepared.

The participants in the session expressed an interest in pursuing further discussions and involvement in the development of the Environmental Justice Program for the next RTP.

A set of formal written comments was submitted by the Center for Law in the Public Interest, and is attached here.



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March 28, 2005

Ms. Margaret Clark
Chair of the Energy and Environment Committee
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017

Re: *Environmental Justice Comments on SCAG's Regional Transportation Plan*

Dear Ms. Clark:

The Center for Law in the Public Interest (the Center) submits the following environmental justice comments regarding the Southern California Association of Governments (SCAG) 2004 Regional Transportation Plan.

The Center is making California a better place to live, learn, work, and play, with equal justice, democracy, and livability for all. We are implementing a new vision for the Los Angeles region: a comprehensive and coherent web of parks, playgrounds, schools, beaches, forests, and transportation that promotes human health and economic vitality, and reflects the diverse cultural urban landscape. Our key strategies include: coalition building, public education, policy and legal advocacy outside the courts, multidisciplinary research and analyses, strategic media campaigns, creative engagement of opponents to find common ground, and impact litigation as a last resort.

The Center is concerned about the lack of adequate public transportation for the residents of the Southern California region, especially low-income communities of color. Los Angeles may be regarded as the car capital of the world, but for the working poor and other people with limited or no access to a car who depend on public transit, it can be almost impossible to get to work, school, the market, parks, forests and beaches, doctors, or many other basic needs of life.

Better, cheaper, safer, clean-fuel bus service is the backbone of the transportation system in Los Angeles. Over 70% of the transit ridership in the SCAG region is on Los Angeles County Metropolitan Transportation Authority (MTA) vehicles, and over 90% of MTA boardings are on buses – and close to 95% of all SCAG region boardings are on buses. Subway, light rail, and commuter rail systems depend on buses to get people to and from stations. Buses reduce the need for cars on streets and highways. Without an effective bus system, the rail system will not work. Roads will become more congested. Pollution, related human health, and global warming problems will worsen.

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Ms. Margaret Clark

Re: *Environmental Justice Comments on SCAG's Regional Transportation Plan*

March 28, 2005

Page 2 of 2

Access to public transportation is also important to increase access to our natural lands and public spaces. A very good example is access to Southern California's four national forests. According to a study by students in the USC Department of Geography, there is virtually no good way to reach the four forests of Southern California by public transportation. Similarly, there is no easy way to reach the beaches of the Los Angeles region. Access to parks, forests, beaches, and other green spaces is important for the benefit of all Southern California residents.

Enclosed you will find our comments and analysis of SCAG's 2004 Regional Transportation Plan, the USC forest transit study, an excerpt regarding transit to the beach from a forthcoming report on access to beaches, and "Crossroad Blues: the MTA Consent Decree and Just Transportation," a chapter I co-authored with Thomas A. Rubin in the book on transportation justice, *Running on Empty*. The article documents the historic class action lawsuit that charged MTA with operating separate and unequal bus and rail systems that discriminated against bus riders who were disproportionately poor and people of color. This case resulted in the largest civil rights settlement in the nation's history – and the biggest increase in transit ridership in the SCAG Region in the last two decades.

Please make copies of these materials for distribution to all SCAG members. Thank you for your attention to this matter.

Sincerely,



Robert García
Executive Director

Enclosures: Public Comments and Analysis
USC forest transit study
Access to beach report excerpt
Crossroad Blues

cc: Mark A. Pisano, Executive Director

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
FINAL 2004 REGIONAL TRANSPORTATION PLAN
ENVIRONMENTAL JUSTICE – APPENDIX D
COMMENTS**

SUMMARY OF FINDINGS AND RECOMMENDATIONS

SCAG should be given great credit for being the first Metropolitan Planning Organization in the U.S. to perform an Environmental Justice (EJ) analysis and include it in its Regional Transportation Plan (RTP) process and reports. However, as in every first attempt, there is a continuing need to study and analyze the results and improve them subsequently.

We specifically recommend the following improvements:

1. The EJ analysis must be part-and-parcel of the RTP planning process as it is conducted, not an after-the-fact add-on.
2. The RTP and corridor planning processes must include more transportation alternatives, including low-cost alternatives to expensive transit guideways, such as fare reductions/bus service improvement programs, and they must be fairly considered prior to major transportation decisions being made. The impacts on members of protected groups of the alternatives should be determined and presented to decision-makers.
3. While home-to-work commute analysis is an essential component of any transportation planning process, it is not acceptable to ignore all other trip, particularly in EJ analysis, where many members of protected groups – particularly low-income residents – are not employed.
4. The same source data and statistics should be utilized for both the “main” RTP and EJ analysis, not separate and non-consistent data that is not even from the RTP analysis period (unadjusted year 2000 Census data used to analyze RTP EJ for 2005-2030 period).
5. For home-to-work “accessibility” studies, we recommend utilizing 30 minutes, rather than 45 minutes, as the one-way travel time, as being more consistent with the local average commuter time (28.1 minutes) and the usual travel time for such studies.
6. We recommend that “accessibility” be also studied on the basis of travel time required to reach jobs, both on “clock” time and “perceived” time bases.

DETAILED FINDINGS, CONCLUSIONS, AND RECOMMENDATIONS

1. We are pleased that SCAG continues to model and analyze data for protected groups beyond those ethnic and racial ones required by Title VI, incorporating the low income test required by Executive Order (EO) 12898. We do question, however, why results of gender and age group analysis – mandated by the same EO – are not included.

2. The introduction section fails to discuss the legal requirements of California Government Code § 11135. Government Code section 11135 prohibits intentional discrimination and unjustified discriminatory impacts¹. In addition, California law defines environmental justice as “the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies².” The California Coastal Commission adopted a local coastal plan requiring Malibu to maximize public access to the beach while ensuring the fair treatment of people of all races, cultures, and incomes³. This is the first time an agency has implemented the statutory definition of environmental justice under California law (discussed below), setting a precedent for other agencies throughout the state. SCAG should adopt a similar provision based on California law.
3. We consider questionable the accessibility analysis logic, described at page G-4, to address the technical problem of analyzing the value of time savings by assigning costs to the time of the members of each of the five income quintiles. SCAG’s approach to this issue was:

“In this analysis, travel time was held constant for everybody so that differences could be seen in the extent of opportunities reachable by (or accessible to) various population groups.”

As we understand what was actually done, “travel time ... held constant” means that “the accessibility measurement is defined as the percentage of total available regional job opportunities within 45 minutes (of travel)” (page G-17).

First, we question the use of 45 minutes, which we assume refers to one-way travel time. The mean travel time to work in the Los Angeles-Riverside-Orange County CMSA for 2003 was 28.1 minutes (American Community Survey)⁴.

The 45 minutes used by SCAG is 162% of the 28.1 minute mean from ACS for 2003. Assuming 360 degree possibility of travel and equal speed of travel in all directions, the area covered by a 45 minute travel time would be 264% of the 28.1 minute travel time. We suggest that 45 minutes is too long a period and suggest that 30 minutes be utilized instead. In our experience, 30 minutes accessibility is both far more common a measure of accessibility in analyses such as this and reasonably close to both the national and SCAG Region actual mean home-to-work commute times.

¹ See Cal Gov. Code § 11135 *et seq.*; 22 CCR § 9810.

² Cal. Gov. Code § 65040.12. The Governor’s Office of Planning and Research is currently working on implementing this code section.

³ Malibu Local Coastal Program Land Use Plan adopted by California Coastal Commission (Sept. 13, 2002).

⁴ While the LA-Riverside-OC CMSA is not identical with the SCAG study area, it does contain the vast majority of population in the study area (16.1 million, ACS 2000 estimate, compared with 16.6 million in SCAG’s model, Table G.1) and an even larger portion of the travel congestion problem areas.

We also suggest that two additional analysis, the first being the *actual* “clock” travel time for each income quintile and each of the other protected and non-protected groups, be performed. We understand, and agree with, SCAG’s concerns regarding the use of a single hourly cost factor (such as half of the median wage rate for each group). We suggest, however, that the model run results be reported simply on the basis of time of travel, under the hypothesis that an hour of time of a first Quintile member is worth as much to him or her as an hour of time to a fifth Quintile member is worth to a member of that group.

In addition to the actual “clock” time analysis, we also suggest a second analysis utilizing the common “weighting” factors that are utilized in such transportation planning models. For example, the “wait time” spent by a transit rider between arriving at a bus stop or train station may weighted at 250% of the “clock” time in the traveler’s decision as to which transportation alternative to utilize for a particular trip. By performing this analysis, we will gain a picture of how long travelers “think” their travel time is and, by comparison of the “clock” time to the “perceived” time, we will gain a measure of how much members of each group like or dislike their trip characteristics. (We would be happy to provide more detail regarding this proposal if desired, but we are confident that any competent transportation planner/modeler will immediately understand what we are proposing. While we are not familiar with the details of SCAG’s transportation modeling efforts, we believe that these “perceived” time calculations are necessary part of the classic four-step “gravity” transportation modeling process and, therefore, no additional model runs will likely be required.)

4. We have a very significant problem with SCAG’s overall approach to EJ compliance testing. What SCAG has basically done is to take the action recommendations that were contained in the RTP and then test the allocations of improvements in travel times and other results among the five income quintiles and the other protected and non-protected groups. We have two primary objections to this approach:
 - A. By focusing the testing on the improvements, there is no consideration of the initial condition and in pre-existing disparities between groups. If a protected group is severely disadvantaged by the existing state of events regarding transportation, then a “fair” allocation of the improvements – but no change in original conditions – could result in this disadvantaged condition being accepted – assuming that it is recognized – and even institutionalized.
 - B. There is no analysis of different alternatives, no testing of other uses of available funds, other ways of doing things, that could result in the disadvantaged groups gaining larger improvements than those actions recommended in the RTP – potentially, in some cases, as will be discussed below, with little or no disadvantages to the non-protected groups’ members, or even to the advantage of these members.
5. We have an important question that we are unable to resolve from the information in the EJ analysis – what trips are being analyzed? Specifically, are all trips being included in the analysis, or only home-to-work trips?

We were unable to find any specific narrative statement that responds to this concern. However, in the statistical portion of the EJ Appendix, there is a schedule, “SCAG Region Workers Commuting (sic) by Mode and by Ethnicity and by income Quintile.” This schedule has percentages that appear to correspond to the data found in Tables G.3 and G.4 on page G-5, “Mode Usage by Income Category” and “Mode Usage by Ethnic/Racial Category,” respectively – for example, the former schedule shows 6.6% of Quintile I trips are taken by “Auto-Drive Alone,” while Table G.3 shows 7% for the same statistic. The “Commuting” in the title of the former schedule is commonly utilized to refer to home-to-work trips. More important, the total trip counts on the schedule, when compared to the grand total of all daily trips in the Exhibit C.34 “Modeling Summary” clearly show that what is being analyzed is home-to-work commute trips and not total trips.

We certainly agree that the RTP EJ analysis should include this home-to-work trip analysis. However, it must be kept in mind that one of the main reasons why members of the Quintile I group are members of the Quintile I group is because they do not have a job. They may be retired, they may be physically or otherwise unable to work, they may be temporarily unemployed, they may be “stay-at-home” parents or care givers, or they may be students, to name a few of the reasons why these Quintile I members are not employed – and, without employment, there is no home-to-work commute and there is no analysis of the trips taken by these individuals for EJ purposes.

This does *not*, however, mean that these non-employed persons do not travel, nor do not have travel problems, or that they cannot be negatively impacted by discrimination in the provision of transportation services. These individuals *do* travel – to school, for medical reasons, for shopping, to religious institutions, to socialize, and more many other purposes. It is entirely improper to totally ignore these members of the community for purposes of Environment Justice analysis simply because they are not employed.

It is our belief that a substantially smaller portion of the members of the Quintile I group are employed than the higher income Quintiles (and this appears to be strongly confirmed by data in this EJ analysis), and that it is also likely that the members of some or all of the other protected groups are less likely to be employed than the members of the other non-protected groups. If this belief is correct, then a substantially larger portion of the members of the protected groups would not be included in the EJ analysis than the comparable non-protected groups.

This is not an acceptable methodology for EJ analysis. The travel of non-employed persons must be included in the EJ analysis to be valid.

6. Following up on our Comment 5.B. above, a key part of any EJ analysis must be a focus on cost-effectiveness. While we would severely question any RTP or other long-range transportation plan that did not have this focus on comparison of

alternatives to identify and select the best set of possibilities, this process can not be and should not be regarded as separate and distinct from the analysis of Environmental Justice. There are limited funds available for transportation, so any funds not spent wisely, particularly when there are superior alternatives available, are needed funds for transportation improvements for protected groups – and non-protected groups – that are no longer available. We most certainly do not accept that funds spent on poor transportation alternatives can be non-discriminatory if all groups are equally disadvantaged by wasteful expenditures of public dollars.

There is very little, if anything, in the way of cost-effectiveness indicators and analysis in the EJ analysis. Indeed, there is very little on this point anywhere in the RTP. To illustrate our point, and why this analysis is so important, we will take data from various parts of the RTP to illustrate how expenditures on less productive and cost-effective transportation system components can work to the disadvantage of the members of protected groups – as well as members of non-protected groups.

Consider Table G.3, “Mode Usage by Income Category,” on page G-5. Examine the line for “Commuter Rail.” The percentage of total Metrolink usage increase as income rises, with only 3% of its usage coming from Quintile I (lowest income), reaching 39% for Quintile V members. Simple math, the highest income 20% of the population gets thirteen times the benefit of the lowest income 20%.

Now, consider Table G.2, “Estimated 2004 RTP Expenditures by Mode,” same page. In the “Total” column, we see Commuter Rail with \$6.04 billion of the total of \$134.99 billion of expenditures, or 4.47% – approximately one dollar out of every 22 dollars proposed to be spent in the RTP.

Now let us shift to Technical Appendix C, Exhibit C.34, the “Modeling Summary.” On page C-28, in the “2030 Plan” column, we see a grand total of 75,636,000 daily regional transportation trips.

On page C-30, same column, we see 98,000 Metrolink Boardings.

98,000 out of 75,636,000 – that’s .13%, or approximately one trip out of every 772⁵.

One out of each 22 dollars in the RTP produces one out of every 772 trips.

These ratios do not appear to be in proportion.

⁵ Assuming that SCAG is utilizing the common meanings of these terms, “trips” and “boardings” do *not* mean the same thing. In this context, we assume “trips” means LINKED trips, while “boardings” means UNlinked trips.” To define these terms by example, if a Metrolink riders starts his/her home-to-work travel by driving to a Metrolink parking lot, then rides Metrolink to Union Station, then takes the Red Line to a station near his/her office, and finally walks four blocks to his/her office, we have four “unlinked” trips (one each for driving, Metrolink, Red Line, and walking) that together constitute one “linked” trip – in this case, home-to-work.

In our analysis, we have treated “trips” and “boardings” as if they were comparable, which they are not. In this situation, this treatment *overstates* the percentage of total SCAG region trips that are taken on Metrolink, so we will pass on attempting any adjustment to correct for this distortion.

Now, to be fair, trips taken on Metrolink do tend to be far longer than the average length for all trips and, as a general rule, all transit trips do tend to require a greater allocation of the public sector resources accounted for in the RTP than do automobile and other non-public transit trips. However, even after considering these factoids, we still find that each Metrolink trip requires a very large investment of public tax dollars and that the users of these expensive trips are overwhelmingly higher income persons who are not persons of color or members of other protected groups.

While the above analysis alone is sufficient to raise concerns, we have only established a necessary, but not yet a sufficient condition, regarding the effectiveness of Metrolink. There is an important question left unanswered – are there alternatives to Metrolink, particularly to the expensive, large-scale expansions of Metrolink that are included in the RTP?

The answer is, most assuredly, yes, in many specific cases: long-distance commuter express bus.

There are several examples of such services in the U.S., including one very applicable one actually now operated in the SCAG area, that of the three long-haul commuter express bus lines operated by the Antelope Valley Transit Authority from North Los Angeles County to destinations in the San Fernando Valley, Century City/Westside, and downtown Los Angeles. Line 785 to the Los Angeles CBD has a schedule that is very competitive with the Metrolink service from North County, has a lower fare for regular riders – and covers over 90% of its operating costs out of the farebox, unlike Metrolink, which does not cover 50% of its operating costs system-wide, and does poorer still on North County service. Of course, the capital costs of this type of bus service are miniscule compared with those of commuter rail.

Even more interesting, while Line 785 is *now* very time-competitive with Metrolink, this is *before* several HOV lane segments from North County to the LA CBD have been opened for service. When they are completed, bus service will likely have a very significant travel time *advantage*. The SCAG region already has one of the most extensive HOV networks in the U.S., with many more segments, extensions, and connections discussed in the RTP (Exhibit 4.1, “2030 High Occupancy Vehicle (HOV) Lane System). Why should not full advantage be taken of this already planned public expenditure?

Before spending billions of dollars to expand Metrolink operations, we strongly suggest first studying long-haul commuter express bus service as an alternative – including, in some cases, implementing such bus service to *replace* existing Metrolink service. Not only can long-haul commuter express bus save the vast majority of taxpayer subsidies for such transit services, it is often far faster for many users because it is far more accessible at locations close to their residences. It can be implemented in small cost increments, at very low risk, not requiring huge non-

recoverable investments in rail rights-of-way, stations, parking facilities, and vehicles to implement.

The savings from substituting long-haul commuter express bus service, instead of commuter rail service, can be utilized to significantly increase the service area, carrying far more passengers (which would like be utilized by upper income residents not members of any protected group); or for improving other types of transit and other transportation services (which would be more likely to be utilized by members of low-income and other protected groups); or simply be converted to taxes *not* collected, as may be applicable in each particular situation.

Spending less money on carrying a very small number of high-income members of no protected group means that there will be more funds available to assist low-income and other protected groups that often have no other transportation options with meaningful transit service improvements – a most valid Environmental Justice concern.

We have similar concerns about many of the rail projects included in the RTP. For example, the Pasadena Gold Line was projected, by its builder, to carry 30,000 to 38,000 riders “opening day.” Yet, going on two years after opening day, the ridership has been firmly stuck at 14,000 daily riders for many months. The cost per new rider appears to be well in excess of \$25 – and one expansion of this underperforming transportation system component is now underway and the RTP includes two others.

We call upon SCAG to *realistically* study *real* alternatives to expensive transit guideway projects, on the bases of *both* regional transportation planning and specific corridor planning. For example, without any doubt what-so-ever, the most successful transit ridership growth activities in Southern California over the past two decades have been those that focus on reduced transit fares and increasing and improving bus transit service.

When we discuss transit ridership in the SCAG region, the discussion begins – and largely ends – with the service operated and funded by the Los Angeles County Metropolitan Transportation Authority (MTA), which has historically carried over 70% of all unlinked transit passenger trips. From fiscal years 1982 to 1985, the transit fares of the Southern California Rapid Transit District (MTA’s predecessor for transit operations in Los Angeles County) were reduced from 85¢ adult cash fare to 50¢ -- and transit ridership increased by 40%, and peak period ridership increased by 35%. This is, beyond any question, the most successful transit ridership demonstration in the U.S. post-World War II – and the cost was miniscule by comparison to expensive guideway transit projects, less than 20% of the 1/2¢ Proposition A Sales Tax proceeds at the time.

As soon as this incredibly successful fare reduction came to the end of the three-year period stipulated in the Ballot Proposition, it was ended – and SCRTD/MTA ridership immediately began a period of long and almost continuous decline. Over the next

eleven years, while 60% or more of the annual subsidies for transit were devoted to rail, total ridership fell its peak of 497.2 million in FY85 to 363.6 million in FY96, down 27%, losing over 12 million riders each year – hardly a justification for the allocation of resources to expensive guideway projects.

Then, mid-way through FY97, the Consent Decree that settled *Labor/Community Strategy Center v MTA* was executed, calling for a preservation of monthly passes and roll-back of the price increases, for addition of bus service to relieve the most overcrowded buses of any major U.S. transit operator, and the first new bus lines in years. Not only was the ridership loss halted, but turned around – over the next six years, MTA ridership *increased* by over 13 million a year, adding the equivalent of the Long Beach Transit ridership (the second largest transit operator in Los Angeles County) every year for six years. And, again, the cost per new rider was miniscule compared to expensive transit guideways, even utilizing MTA's rather incredible overcosting practices.

When will regional transportation planning see the exploration of these *proven*, incredibly successful transit ridership increase methodologies as alternatives to the *proven* failures of expensive guideway transit projects?

7. While there are interesting mode usage schedules on page G-5 (Tables G.3, "Mode Usage by Income Category" and G.4, "Mode Usage by Ethnic/Racial Category"), what is missing is a schedule in the same format that shows the actual *quantities* of transportation utilized, and percentage allocations from a different set of totals. These schedules are to be added "horizontally" – if we add the 22% of bus trips taken by Quintile I riders to the 28% taken by Quintile II riders, etc., we will get a total of the 100% of all bus trips.

However, there are two important factors missing, at least in the up-front, narrative portion of this section. The first schedule we suggest adding would be totaled "vertically," showing how the trips taken by each quintile or other group are allocated between transportation modes – such as, X% of all Quintile I trips are walk trips. There would be two added schedules in this format, one by Income Category and the other by Ethnic/Racial Category, and they should also have grand totals for all groups, showing the distribution of all trips in the SCAG area. (It appears that most of the data required to do these calculations are presented on a schedule in the statistical section in the rear, unnumbered, entitled, "SCAG Regional Workers Commuting [sic] by Mode and by Ethnicity and by Income Quintile.")

The other report we suggest adding can be produced from the same data, but, rather than taking the totals for each Quintile or other protected group, use the grand total for all trips, to show the total travel that is being analyzed.

We have made a first pass at such schedules, which are attached. It points out some most interesting things, such as:

- B. Quintile I (lowest income) accounts for 8.17% of all work trips, Quintile V (highest income) accounts for 28.29% – 246% more, per capita.
 - C. White residents, which are projected by SCAG to be 34.4% of all residents in 2030 (Table G.1, “Projected Demographic Changes in the SCAG Region, 2000-2030, page G-2), account for 45.6% of the home-to-work trips, with the trips/population ratio therefore being 133%, while Hispanics, projected as 42.7% of the 2030 population, account for only 33.9% of trips, a ratio of 79%. When we combine these two ratio’s – $133\%/79\% = 168\%$ -- we find that each White person’s trips are given far more weighting in this analysis than a Hispanic person’s trips. The comparisons for other protected groups are similar.
 - D. Bus accounts for 11.28% of Quintile I work trips, 1.47% of Quintile V work trips, and 4.21% of all work trips.
 - E. Commuter Rail accounts for .23% of all work trips.
 - F. Light and Heavy Rail Account for .16% of all work trips.
8. Unfortunately, the above analysis pointed out a very large number of inconsistencies and questions in the “SCAG Region Workers Commuting” (sic) schedule, the schedule that is the source of Modal Usage by Income and Ethnic/Racial data that are such key components of this entire analysis, including:
- A. The total work trips on this schedule are 6,716,416; on the Exhibit C.34 “Modeling Summary,” page C-28, it is 8,937,000 for the same year (2000). The reason for this difference is the source of the detail data. The former are from 2000 Census survey responses, the latter is the output of SCAG’s transportation planning modeling. Why is there such a large difference and why are two entirely different sources utilized for two very important, but not the same, purposes within the same larger report?
 - B. The data used in many of the analyses in the EJ report is from the year 2000. Why isn’t there an attempt to show how things will change over the 25 years of the planning period, out to 2030? Why are we assuming that so many very important factors are going to remain static in the EJ analysis, when these same factors – income level and distribution, ethnicity, travel options, travel patterns, etc. – are being radically changes in the main RTP planning and modeling?
 - C. The data shows 3,000 “streetcar,” 7,434 “Subway/Elevated,” and 15,469 “Rail” work trips. First, the terms are strange for the current purpose⁶:
 - 1. There are no operating “streetcar” transit system in the SCAG region, as that term is utilized by transit professionals; in 2000, there were two operational “light rail” systems, the Long Beach-Los Angeles Blue Line and the Norwalk-El Segundo Green Line.
 - 2. When the terms, “Subway/Elevated,” are combined in this manner, it generally denotes what is known to transit professionals as “heavy rail.”

⁶ The likely explanation for these unusual terms is that they were taken directly from the Census 2000 survey forms and results, as the Source note on the “SCAG Region Workers Commuting (sic)” schedule states. If so, this, and the data discontinuities discussed following, raise large questions of the accuracy of the data as applied and, therefore, the utility of the analyses that were based on this data.

There was on operational “heavy rail” system in the SCAG area in 2000, the MTA Red Line, which operated from Union Station to Wilshire/Western and Hollywood/Vine, and was extended to North Hollywood in July of calendar year 2000. The Red Line is totally a subway; no portion of it could be considered “elevated.” The Green Line could be considered “elevated” for some purposes, but, under Federal Transit Administration standards and all common use of terminology, it is considered light rail.

3. “Rail” is a very broad term, which includes both of the above *and* Metrolink operations, which is generally more specifically referred to as “commuter rail” or “regional rail.” It would also include Amtrak and Amtrak California services, which are “intercity rail,” but which are used for commuting purposes by some SCAG region residents and some San Diego County and other non-SCAG region residents who commute to the SCAG region. Because it appears that every other rail line type has been accounted for, I assume that “Rail” must refer to Metrolink + Amtrak/Amtrak California service.

- G. Some of the data appears questionable. There are 10,434 “Urban Rail Usage” work trips, evidently for the Red, Blue, and Green Lines combined. These three lines reported a total of 174,554 total daily boardings to the Federal Transit Administration’s National Transit Database for the 2000 reporting year (the Los Angeles County Metropolitan Transportation Authority reports on a June 30 year-end, and this year was selected over the 2001 report because the 2001 report included the operations of the Red Line extension to North Hollywood that opened in July 2000 and the Census was taken in April 2000, before that extension opened for revenue service). This is a ratio of almost 17:1. “Rail” shows 15,469 daily work trips – almost 50% more than that for the Red, Blue, and Green Line combined – while Metrolink reported 26,300 daily boardings to the FTA, a ratio of less than 2:1. Even when Amtrak/Amtrak California boardings in the SCAG region are factored in, there are huge differences that cannot be explained in the resulting ratios. One or the other or, more likely, both of the “SCAG Region Commuting” (sic) rail work trips counts appear very questionable.

These and other issues make the data utilized in the EJ analyses appear extremely unreliable, throwing the utility of the analysis into serious question.

8. On page G-12, we have:

“Transit users in the two lowest income quintiles pay just over 20% of total sales and gasoline taxes collected in the region, but will enjoy over 50% of the time savings realized from the 2004 RTP investments in local transit systems. As shown in Figure G.10.b., the Hispanic segment of the region’s 2030 population will enjoy 79% of local transit time savings under the 2004 RTP.”

These two statements appear to be a major justification for the overall finding of this EJ analysis that there are no Title VI or other EJ problems. However, the above analysis is flawed:

- A. Gas taxes and part of sales taxes go for roads, yet the above statement ignores the benefits – or lack thereof – that Quintile I and II members and Hispanics will receive, compared to members of non-protected groups.
 - B. As discussed above, there are considerable problems with SCAG's allocation of transit and road benefits.
9. While the Center strongly supports public transit, we oppose the California High Speed Rail Authority's proposal to build a high speed rail from Northern to Southern California because it would disproportionately hurt low income communities and communities of color. We are particularly concerned about the potential impact of the proposed high speed rail on the new State Parks in the Cornfield and Taylor Yard along the Los Angeles River and the surrounding communities. However, our concerns extend to potential impacts on all parklands and on the environmental justice impacts generally. The Center has submitted public comments to oppose the high speed train, *available at*:

<http://www.clipi.org/pdf/comments-highspeed.pdf>

Similarly, we believe that the SCAG Maglev plans are totally unrealistic and that consideration of such concepts should be eliminated from the regional transportation planning discussion so that the focus can remain on what the real requirements are and what the real potential improvements can be.

10. We urge SCAG to include public health as a consideration in its RTP planning, modeling, and decision-making process and the EJ component thereof, specifically including the following aspects:
- A. Emissions (which is currently included)
 - B. Access to health care providers via the transportation system, specifically including via public transit for the transit-dependent
 - C. Access to parks, schools, and other playgrounds and recreational areas, with particular emphasis on the ability of our increasingly obese and out-of-shape children to be able to utilize the incredibly few and small parks in the area that are particularly poorly located for peoples of color.
 - D. Transportation safety – unfortunately, running high-speed transit guideways at grade through densely populated areas has proven to be an invitation to disaster.

**FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- DETAIL OF EXPENDITURE ANALYSIS
TRIPS BY MODE VS. INCOME QUINTILE AND ETHNIC/RACIAL CATEGORY**

Category	Bus	HOT/HOV/HOV Connectors	Commuter Rail	Highways/ Arterials	Light/Heavy Rail	TDM/Non- Motorized	Totals
Mode Usage (Counts) by Income Category							
Quintile I	61,889	92,895	495	321,264	1,333	70,779	548,655
Quintile II	79,628	188,095	1,340	699,949	1,905	94,572	1,065,489
Quintile III	63,726	237,450	2,685	999,785	2,227	102,762	1,408,635
Quintile IV	49,821	272,662	4,876	1,355,578	2,772	107,816	1,793,525
Quintile V	27,898	232,430	6,073	1,501,204	2,197	130,310	1,900,112
Total	282,962	1,023,532	15,469	4,877,780	10,434	506,239	6,716,416
Mode Usage (Percentages) Within Quintile							
Quintile I	11.28%	16.93%	0.09%	58.55%	0.24%	12.90%	100.00%
Quintile II	7.47%	17.65%	0.13%	65.69%	0.18%	8.88%	100.00%
Quintile III	4.52%	16.86%	0.19%	70.98%	0.16%	7.30%	100.00%
Quintile IV	2.78%	15.20%	0.27%	75.58%	0.15%	6.01%	100.00%
Quintile V	1.47%	12.23%	0.32%	79.01%	0.12%	6.86%	100.00%
Mode Usage (Percentage) Within Grand Total Trip Count							
Quintile I	0.92%	1.38%	0.01%	4.78%	0.02%	1.05%	8.17%
Quintile II	1.19%	2.80%	0.02%	10.42%	0.03%	1.41%	15.86%
Quintile III	0.95%	3.54%	0.04%	14.89%	0.03%	1.53%	20.97%
Quintile IV	0.74%	4.06%	0.07%	20.18%	0.04%	1.61%	26.70%
Quintile V	0.42%	3.46%	0.09%	22.35%	0.03%	1.94%	28.29%
Total	4.21%	15.24%	0.23%	72.62%	0.16%	7.54%	100.00%

Data Source: RTP, Appendix G, "Environmental Justice," "SCAG Region Workers Commuting by Mode and by Ethnicity and by Income Quintile."

**FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- DETAIL OF EXPENDITURE ANALYSIS
TRIPS BY MODE VS. INCOME QUINTILE AND ETHNIC/RACIAL CATEGORY**

Category	Bus	HOT/HOV/HOV Connectors	Commuter Rail	Highways/ Arterials	Light/Heavy Rail	TDM/Non- Motorized	Totals
Mode Usage (Counts) by Ethnic/Racial Category							
White	35,214	304,157	7,528	2,461,536	3,540	250,060	3,062,035
Black	29,376	62,304	1,891	309,766	1,284	24,429	429,050
Asian	20,046	120,821	2,000	565,233	1,215	44,010	753,325
Indian	1,047	4,079	50	17,900	33	1,687	24,796
Other	5,738	23,509	311	127,399	366	14,005	171,328
Hispanic	191,541	508,662	3,689	1,395,946	3,996	172,048	2,275,882
Total	282,962	1,023,532	15,469	4,877,780	10,434	506,239	6,718,416
Mode Usage (Percentages) Within Ethnic/Racial Category							
White	1.15%	9.93%	0.25%	80.39%	0.12%	8.17%	100.00%
Black	6.85%	14.52%	0.44%	72.20%	0.30%	5.69%	100.00%
Asian	2.66%	16.04%	0.27%	75.03%	0.16%	5.84%	100.00%
Indian	4.22%	16.45%	0.20%	72.19%	0.13%	6.80%	100.00%
Other	3.35%	13.72%	0.18%	74.36%	0.21%	8.17%	100.00%
Hispanic	8.42%	22.35%	0.16%	61.34%	0.18%	7.56%	100.00%
Mode Usage (Percentage) Within Grand Total Trip Count							
White	0.52%	4.53%	0.11%	36.65%	0.05%	3.72%	45.59%
Black	0.44%	0.93%	0.03%	4.61%	0.02%	0.36%	6.39%
Asian	0.30%	1.80%	0.03%	8.42%	0.02%	0.66%	11.22%
Indian	0.02%	0.06%	0.00%	0.27%	0.00%	0.03%	0.37%
Other	0.09%	0.35%	0.00%	1.90%	0.01%	0.21%	2.55%
Hispanic	2.85%	7.57%	0.05%	20.78%	0.06%	2.56%	33.89%
Total	4.21%	15.24%	0.23%	72.62%	0.16%	7.54%	100.00%

Data Source, including "Category" titles: RTP, Appendix G, "Environmental Justice," "SCAG Region Workers Commuting by Mode and by Ethnicity and by Income Quintile."

MEMO

DATE: April 14, 2005

TO: Energy and Environment Committee

FROM: Ashwani Vasishth, vasishth@scag.ca.gov, (213) 236-1908

RE: Habitat and Open Space Chapter of the Regional Comprehensive Plan

Summary:

Based on SCAG's Compass Growth Visioning document, the 2004 RTP Environmental Impact Report, and the 1996 Regional Comprehensive Plan and Guide, a number of policies recommendations, and actions which SCAG has put forth for the region have been compiled. A table of these policies, recommendations and actions is appended below. These will be integrated into the Habitat and Open Space Chapter of the 2005 RCP, and will inform the proposed Action Plan component of the Chapter.

A stakeholder meeting to further analyze these policies, recommendations and actions, using Concept Mapping ranking and sorting protocols will be arranged over the next month.

Background:

The SCAG region is a complex ecological space, with considerable variations in land use and character. A systems approach is proposed, which conceptualizes nature as being organized in a nested hierarchy, forming levels of organization, in which each level emerges out of the interactions between component sub-systems, and where these sub-systems are seen to be nested within their wider system. So, for instance, local jurisdictions can be seen to be nested as sub-systems within the system that is Southern California, which in turn is nested, along with other such regional systems, within the supra-system that is the State of California. Such a nested ecosystem approach would best serve to organize the ways in which regional, sub-regional and supra-regional plans and programs are seen to be integrated, and known to form and shape one another, across levels of organization.

Conventional approaches to habitat conservation have relied centrally on the designation of reserves to support various endangered and threatened plant and animal species, in an effort to assure their long-term survival and recovery. A key model to consider, in assessing the diverse ways in which the region deals with Habitat and Open Space issues is the Habitat Conservation Plan (HCP) process, and also the Natural Community Conservation Planning (NCCP) process. Such HCPs and NCCPs are a vital component of regional ecological planning. However, recent developments in ecosystem ecology—such as patch dynamics and perturbation ecology—are showing that there are other sorts of interventions that can be used to support and reinforce the establishment of the more traditional set-aside reserves approach to conservation planning. In one sense, the call from contemporary ecosystem

ecology is to better integrate humans as components of ecosystems, rather than relying on the separation of land uses for human and natural communities.

This approach is referred to as ecosystem management, and focuses on establishing protocols to assure the integrity of ecological processes and functions vital to the health and well-being of organisms and entities, including humans, within the region. Such an approach is most appropriate to support the four goals of the Southern California Compass Growth Visioning process—namely, mobility, livability, prosperity and sustainability. Recognizing the inherent inter-dependence amongst components of the web of life and processes that is nature, and then it becomes vital that we use just such a way of recognizing this nested inter-dependence in how we plan.

A central element to such an approach to ecosystem management is the percolation of native habitats into urban and sub-urban cores. An emphasis on ecologically appropriate community forestry, coupled with efforts to promote and establish the widespread use of native vegetation (xeriscape, in the case of Southern California), would go a long way to restoring the ecological mosaic that would support the health of areas set aside for nature, while at the same time increasing the resilience of regional ecosystems. Relatedly, the propagation of pervious surfaces, to replace the vast and sprawling tracts of impervious surfaces that human habitation is accustomed to laying down, would puncture the land, permitting improved ground-water recharge, better storm-water management, enhanced health in soils, and better integration across land uses in how natural habitats are integrated at the microbial and process-function levels.

As such, SCAG's proposed Habitat and Open Space chapter will present SCAG's existing policies in this regard as supportive of such an ecosystem approach to nature management. Conventional concerns with set-aside open space and habitat will be shown to be most effective when integrated with the percolation of natural habitat elements such as native landscaping and tree plantation efforts, and puncturing the acres of impervious pavements we conventionally rest our settlements upon.

One or more subsequent strategic stakeholder-based workshops will be used to shape the Action Plan component of this chapter. A protocol called Concept Mapping, will be used to rank-order and sort the various policies, recommendations and action into a meaningful and integrated whole. Staff will summarize best-practices associated with SCAG policies and recommendations, and will use the Action Plan component to derive the indicators of progress that will punctuate the Habitat and Open Space Chapter.

SCAG Policies that Pertain to Habitat and Open Space Planning

<p>Enhance Recreation and Tourism Opportunities</p> <p>Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.</p> <p>[1996 RCPG]</p>	<p>Maintain Economic Productivity of Regional Lands</p> <p>Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.</p> <p>[1996 RCPG]</p>
<p>Utilize Growth Forecasts In Open Space Planning</p> <p>The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.</p> <p>[1996 RCPG]</p>	<p>Use Proactive Participatory Systems Approach for Open Space and Recreation Planning</p> <p>Future impacts to open space and recreation lands shall be avoided through cooperation, information sharing, and program development during the update of the Open Space and Conservation chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee.</p> <p>[2004 RTP-EIR]</p>
<p>Encourage Adaptive Reuse for Growth</p> <p>Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.</p> <p>[1996 RCPG]</p>	<p>Use Proactive Participatory Systems Approach for Ecological Conservation Planning</p> <p>Minimize future impacts to biological resources through cooperation, information sharing, and program development during the update of the Habitat and Open Space chapter of SCAG's Regional Comprehensive Plan, through SCAG's Energy and Environment Committee and in consultation with resource agencies.</p> <p>[2004 RTP-EIR]</p>

<p>Encourage Planning for Environmentally Sensitive Lands</p> <p>Encourage planned development in locations least likely to cause environmental impact.</p> <p>[1996 RCPG]</p>	<p>Use Proactive Participatory Systems Approach for Cultural Resource Planning</p> <p>Minimize future impacts to cultural resources through cooperation, information sharing, and program development of SCAG's Regional Comprehensive Plan and Guide, through SCAG's Energy and Environment Committee and in consultation with other resource agencies (such as the Office of Historic Preservation), during this update process.</p> <p>[2004 RTP-EIR]</p>
<p>Preserve Forests and Designated Open Spaces</p> <p>National Forests shall remain permanently preserved and used as open space. SCAG shall support policies and actions that preserve open space areas identified in local, state, and federal plans.</p> <p>[1996 RCPG]</p>	<p>Promote Low-impact Development Techniques</p> <p>Promote water-efficient land use development.</p> <p>[2004 RTP-EIR]</p>
<p>Protect Ecologically Productive Lands</p> <p>Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.</p> <p>[1996 RCPG]</p>	<p>Promote Fire-wise Land Management</p> <p>Encourage the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.</p> <p>[2004 RTP-EIR]</p>
<p>Preserve Cultural and Archeological Lands</p> <p>Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.</p> <p>[1996 RCPG]</p>	<p>Promote Fire Management Planning</p> <p>Help reduce fire threats in the region as part of the Growth Visioning process and as policies in the update of SCAG's Regional Comprehensive Plan and Guide.</p> <p>[2004 RTP-EIR]</p>

MEMO

<p>Avoid Hazardous Lands</p> <p>Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.</p> <p>[1996 RCPG]</p>	<p>Coordinate Recreational Planning Within and Across Region</p> <p>Encourage member jurisdictions to work as partners to address regional outdoor recreation needs and to acquire the necessary funding for the implementation of their plans and programs.</p> <p>[2004 RTP-EIR]</p>
<p>Support Sustainability Planning for Communities</p> <p>Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.</p> <p>[1996 RCPG]</p>	<p>Encourage Conservation of Agricultural Lands</p> <p>Encourage implementation agencies to obtain assistance from the American Farmland Trust in developing and implementing farmland conservation measures.</p> <p>[2004 RTP-EIR]</p>
<p>Improve Access to Open Space</p> <p>Increase the accessibility to open space lands for outdoor recreation.</p> <p>[1996 RCPG]</p>	<p>Encourage Preservation of Agricultural Lands</p> <p>Encourage implementation agencies to avoid the premature conversion of farmlands by promoting infill development and the continuation of agricultural uses until urban development is imminent; if development of agricultural lands is necessary, growth should be directed to those lands on which the continued viability of agricultural production has been compromised by surrounding urban development or the loss of local markets.</p> <p>[2004 RTP-EIR]</p>
<p>Enhance Sustainable Recreation Resource Management</p> <p>Promote self-sustaining regional recreation resources and facilities.</p> <p>[1996 RCPG]</p>	<p>Encourage Protection of Agricultural Lands</p> <p>Encourage implementation agencies to establish transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these lands.</p> <p>[2004 RTP-EIR]</p>

<p>Maintain Buffer Zones</p> <p>Maintain open space for adequate protection of lives and properties against natural and man-made hazards.</p> <p>[1996 RCPG]</p>	<p>Promote Multiple-Use Approach To Development</p> <p>Encourage that multiple use of spaces be allowed as feasible and practical, and encourage redevelopment activities to focus some investment on recreation uses so as to provide more opportunities for access to open space close to the urban core.</p> <p>[2004 RTP-EIR]</p>
<p>Avoid Hazardous Areas</p> <p>Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.</p> <p>[1996 RCPG]</p>	<p>Support Cooperative Planning Across Levels of Organization (Systems Approach)</p> <p>Encourage member jurisdictions that have trails and trail segments determined to be regionally significant to work together to support regional trail networks. SCAG shall encourage joint use of utility, transportation and other rights-of-way, greenbelts, and biodiversity areas.</p> <p>[2004 RTP-EIR]</p>
<p>Avoid Areas that Risk Health and Safety</p> <p>Minimize public expenditure for infrastructure and facilities to support urban type land uses in areas where public health and safety could not be guaranteed.</p> <p>[1996 RCPG]</p>	<p>Support Livability and Integrate Natural and Human Uses of the Land</p> <p>Foster livability in all communities.</p> <p>[Growth Vision]</p>
<p>Utilize Effective Ecosystem Management Planning</p> <p>Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.</p> <p>[1996 RCPG]</p>	<p>Preserve Environmentally Sensitive Areas</p> <p>Preserve rural, agricultural, recreational, and environmentally sensitive areas.</p> <p>[Growth Vision]</p>

<p>Use An Ecosystem Approach To Regional Planning</p> <p>Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.</p> <p>[1996 RCPG]</p>	<p>Protect Environmentally Sensitive Areas</p> <p>Protect sensitive environmental features such as steep slopes, wetlands, and stream corridors from development.</p> <p>[Growth Vision]</p>
<p>Support Flow of Data and Information for Systems Approach to Planning</p> <p>Coordinate watershed management planning at the subregional level by (1) providing consistent regional data; (2) serving as a liaison between affected local, state, and federal watershed management agencies; and (3) ensuring that watershed planning is consistent with other planning objectives (e. g., transportation, air quality, water supply).</p> <p>[1996 RCPG]</p>	<p>Support Sustainability Planning and Design</p> <p>Utilize "green" development techniques.</p> <p>[Growth Vision]</p>
<p>Support Wetland Conservation</p> <p>Support regional efforts to identify and cooperatively plan for wetlands to facilitate both sustaining the amount and quality of wetlands in the region and expediting the process for obtaining wetlands permits.</p> <p>[1996 RCPG]</p>	<p>Promote Smart Growth</p> <p>Promote infill development and redevelopment to revitalize existing communities.</p> <p>[Growth Vision]</p>
<p>Encourage Integrative Planning</p> <p>Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans</p> <p>[1996 RCPG]</p>	<p>Ensure adequate access to open space</p> <p>[Growth Vision]</p>

MEMO

DATE: May 5, 2005

TO: Energy and Environment Committee

FROM: Daniel E. Griset, Sr. Regional Planner, X895, griset@scag.ca.gov

SUBJECT: Regional Comprehensive Plan and the Water Chapter

RECOMMENDATION:

Staff invites feedback from the Committee regarding the proposed content themes for the Chapter.

SUMMARY:

Key policies have been analyzed for thematic content and the following issues have been identified for development in the Water Policy Chapter of the Regional Comprehensive Plan:

- the creation of environmentally sustainable communities;
- the management of stormwater and urban runoff pollution;
- interagency collaboration and initiatives within shared watersheds;
- the development of new local water resources and infrastructure;
- the expansion of current water conservation programs;
- the on-going availability of imported supplemental water supplies;
- the increased use of water markets and transfers;
- the development of improved water treatment technologies;
- the increased coordination of policy and resources among all levels of government.

BACKGROUND:

Clean and reliable water in the SCAG region is essential to the future quality of life in our growing region. The projected growth in population and jobs is certain to increase the water challenges the region will face in the coming years. These challenges include the creation of environmentally sustainable communities, the management of stormwater and urban runoff pollution, interagency collaboration and initiatives within shared watersheds, the development of new local water resources and infrastructure, the expansion of current water conservation programs, the on-going availability of imported supplemental water supplies, the increased use of water markets and transfers, the development of improved water treatment technologies and the increased coordination of policy and resources among all levels of government.

Regional policies have been adopted by the Regional Council to address these challenges. These range from the Council's consideration of significant regional water issues to adopted mitigation measures identified in the Programmatic Environmental Impact Reports of past Regional Transportation Plans. In general, these policies have focused on improving regional environmental quality and best management practices, cost-effective watershed pollution controls and reliable water supplies for growing urban communities. These themes will be developed in the coming draft of the Water Chapter in the Regional Comprehensive Plan.

These water policy and issue themes will include the following kinds of discussion:

The creation of environmentally sustainable communities: Water quality and water supply are influenced by the design elements used in planning and creating new communities. Compact development designs that reduce impervious surfaces and increase natural areas not only allow for natural runoff purification treatment, but also save stormwater for groundwater infiltration.

The management of stormwater and urban runoff pollution: Water quality regulators are issuing increasingly stringent rules to reduce local stormwater and urban runoff pollution. These regulations apply to individual jurisdictions and, by various studies, are expected to be very costly mandates for local agencies in the SCAG region. Based on SCAG's historic interest in "areawide waste treatment management planning", regional policy emphasizes the need for watershed-scale planning (a new way of describing "areawide planning") and implementation of pollution control measures. This scale of environmental management is expected to bring needed improvements on a much more cost-effective basis than from individual projects in each local jurisdiction. This same approach offers Caltrans and other regional transportation agencies new ways to reduce their runoff management costs.

Interagency collaboration and initiatives within shared watersheds: Water supplies needed for future growth in the region depend on infrastructure and resource collaboration within each of the watersheds of the region. Too often the agencies that manage water supplies have restricted their planning and activities to only their own service areas, limiting their ability to plan more comprehensively. The same concerns apply to the need for collaboration among agencies impacted by water quality regulations within a watershed.

The development of new local water resources and infrastructure: Because of recent state legislation, the region's future growth is now linked with water supplies. This growth, both infill and otherwise, will place new strains on the current water infrastructure. In some cases it will require retrofitting and replacing old systems; in others it will require extending systems to serve new customers. This infrastructure challenge ranges from system plumbing to water management practices and flexibility.

The expansion of current water conservation programs: Water conservation is an indispensable element in the ability of our growing region to achieve needed water reliability. There is a consumption parallel between agricultural water use in the state and in residential landscape irrigation: agriculture consumes about 80 percent of the state's water supply and residential landscape irrigation consumes about 80 percent of the household water supply. New irrigation practices and technology can reduce this outside use, along with changes in plant selection that

work well with native, drought-tolerant conditions. Installation of water-saving devices and appliances in new and existing residences is another important conservation opportunity.

The on-going availability of imported supplemental water supplies: Imported water supplies are increasingly constrained by competing claims and environmental considerations. These concerns raise the importance of the CalFed Bay-Delta Program, the water supply impacts from habitat and other ecological activities throughout the state and other complex management and planning issues related to the Colorado River.

The increased use of water markets and transfers: The development of markets for the transfer of water between different basins is an important factor for improving the region's water reliability and for improving water quality in the region's water supplies. The ability of water agencies in the region to acquire surplus water from other areas encourages the development of more ambitious groundwater storage programs and makes possible the advantages of conjunctive water use.

The development of improved water treatment technologies: Current water treatment technologies are chemical and energy-intensive. Along with pollution source controls and natural treatment systems, new technological development needs to be encouraged that reduces the heavy reliance on these factors and minimizes by-products that impair the resulting water supplies. New treatment breakthroughs can also contribute to needed increases in water reclamation and reuse throughout the region, especially in the management and use of groundwater basins.

The increased coordination of policy and resources among all levels of government: With a flexible water policy and resources infrastructure, comprehensive watershed-scale solutions and creative regional governance, water supply and water quality challenges can be met. Cost considerations are always important in meeting these challenges, but policy and program coordination can forge influential coalitions, reduce costs and improve the potentials for success.

Summary of Water Policy Statements and Revision Recommendations

March 28, 2005

Regional Comprehensive Plan Task Force

	Policy Statement from 1996 Regional Comprehensive Plan and Guide	Staff Revision Recommendations
1	Encourage planned development in locations least likely to cause environmental impact.	Encourage planned development to use designs that minimize structural footprints and maximize non-impervious surfaces.
2	The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	NA
3	In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high season population totals.	OK
4	Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	OK
5	Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.	Support the protection and expansion of open spaces such as wetlands, groundwater recharge areas, woodlands and other valuable watershed habitat.
6	Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.	See 5 above.
7	Streamline water quality regulatory implementation. Identify and eliminate overlaps with other regulatory programs to reduce economic impacts on local businesses.	Encourage coordination between water quality regulations and other regulatory programs to minimize economic impacts on local agencies and businesses.
8	Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.	OK
9	Encourage opportunities for pollution reduction marketing and other market-incentive water quality programs as an alternative to strict command-and-control regulation.	OK
10	Clean up the contamination in the region's major groundwater aquifers since its water supply is critical to the long-term economic and environmental health of the region. The financing of such clean-ups should leverage state and federal resources and minimize significant impacts on the local economy.	Clean up of groundwater contamination is an essential step in developing new regional water storage, as well as improving the long-term environmental and economic health of the region. Clean up financing should leverage state and federal resources to minimize significant impacts on the local economy.
11	Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	Encourage water reclamation throughout the region where it is a cost-effective and feasible way to reduce reliance on imported water. Impediments to the reuse of highly treated wastewater should be addressed and minimized.
12	Ensure wastewater treatment agency facility planning and facility development be consistent with population projections contained in the RCPG, while taking into account the need to build wastewater treatment facilities in cost-effective increments of capacity, the need to build well enough in advance to reliably meet unanticipated service and storm water demands, and the need to provide standby capacity for public safety and environmental protection objectives.	Encourage the planning and delivery of wastewater treatment capacity in the region that is sufficient to meet future service demands and to accommodate the treatment of urban runoff and other flows that may create water quality impairments.

	Policy Statement from 1996 Regional Comprehensive Plan and Guide	Staff Revision Recommendations
13	Coordinate watershed management planning at the subregional level by (1) providing consistent regional data; (2) serving as a liaison between affected local, state, and federal watershed management agencies; and (3) ensuring that watershed planning is consistent with other planning objectives (e.g., transportation, air quality, water supply).	Encourage watershed management initiatives within the subwatersheds of the region by (1) providing appropriate regional data; (2) facilitating collaboration between local, state, and federal stakeholders; and (3) ensuring that these initiatives are consistent with other regional priorities (e.g., transportation, air quality, water supply).
14	The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	NA
15	Provide, as appropriate, legislative support and advocacy of regional water conservation, supply and water quality projects.	Provide, as appropriate, legislative and advocacy support of regional water conservation and supply projects, as well as comprehensive and cost-effective water quality initiatives.
16	Work with local jurisdictions and water quality agencies, through its Water Policy Task Force and other means, to encourage regional-scale planning for improved water quality management and pollution prevention. Future impacts to water quality shall be avoided through cooperative planning, information sharing and comprehensive pollution control measure	In conjunction with the Water Policy Task Force, support local entities and water quality agencies in creating integrated subwatershed implementation plans to improve regional water quality and prevent impairments caused by urban runoff pollution.
17	Work with local jurisdictions and water agencies, through its Water Policy Task Force and other means, including the update of the Water Quality and Water Resources chapters for SCAG's Regional Comprehensive Plan and Guide, to encourage regional-scale planning for improved stormwater management and groundwater recharge. Future adverse impacts shall be avoided through cooperative planning, information sharing, and comprehensive implementation efforts within the SCAG region. SCAG's Water Policy Task Force offers an opportunity for local jurisdictions and water agencies to share information and strategies for improving regional performance in these efforts.	These points appear elsewhere in this inventory.
18	Encourage wastewater treatment agencies to have expansion plans, approvals and financing in place once their facilities are operating at 80 percent of capacity. Through the update to the Water Quality and Water Resources chapters of SCAG's Regional Comprehensive Plan and Guide, SCAG shall provide opportunities for information sharing and program development.	The main points are treated elsewhere in this inventory.
19	Facilitate local water agencies' informing local jurisdictions of their continued efforts to evaluate future water demands and establish the necessary supply and infrastructure, as documented in their Urban Water Management Plans to meet projected demand in 2030.	Facilitate communications and information sharing between local entities and water agencies, as needed, in order to support the preparation of updates to Urban Water Management Plans throughout the region.
20	Facilitate information-sharing about water policy-related regional coordination throughout California and the Colorado River Basin that develops and supports sustainable growth policies.	Facilitate information sharing among local agencies to ensure that the region's reliance on external water supplies is coordinated with other water policies to support sustainable growth of the region.
21	Minimize impacts to water supply by developing incentives, education and policies to further encourage water conservation and thereby reduce demand.	Support incentives, public education and other policies that encourage residential water conservation and improve local water resources.

	Policy Statement from 1996 Regional Comprehensive Plan and Guide	Staff Revision Recommendations
22	Involve the region's water supply agencies in planning efforts in order to make water resource information, such as water supply and water quality, location of recharge areas and groundwater, and other useful information available to local jurisdictions for use in their land use planning and decisions.	Provide information and other appropriate resources to water agencies and local watershed entities to support improved resource management decision making.
23	Promote water-efficient land use development.	Encourage local land use agencies to adopt water-wise development policies.
24	Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.	Encourage growth strategies that use resources efficiently, eliminate pollution and significantly reduce waste.
25	Supports plan for the historic use of surplus water to be addressed with a combination of water transfers as the result of conservation in the agricultural sectors and a reasonable wheeling cost that facilitates water transfers but does not result in cost shifting or a reduction in water service reliability for non-participating agencies.	Encourage water management policies that emphasize stewardship principles, favor responsible water transfer from agricultural to urban communities, and strengthen regional water reliability.
26	Supports only the use of the best available technology including monitoring, air, and water impacts for locating any nuclear waste facility.	NA
27	Supports Proposition 204 to secure federal funds for Delta restoration as described by CALFED.	Support a CALFED program with appropriate balances between its urban, agricultural and environmental priorities and with balanced cost sharing among the program beneficiaries.